

CHINA



MAIL.

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HONGKONG, SATURDAY, NOVEMBER 22, 1879.

日九初月十年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON—F. ALGAR, 8, Clement's Lane, Lombard Street. GORDON & GOTOH, 30, Cornhill. GORDON & GOTOH, Ladgate Circus, E. C. BATES, HENRY & Co., 4, Old Jewry, E. C. SAMUEL DRAGON & Co., 160 & 164, Leadenhall Street.

PARIS AND EUROPE—LEON DE ROENT, 19, Rue Monsieur, Paris.

NEW YORK—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND—GORDON & GOTOH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAY & BLACK, San Francisco.

SINGAPORE AND STRAITS—SAYLE & Co., Square, Singapore. C. HENRIKSEN & Co., Malacca.

CHINA—Messrs A. A. DE MELLO & Co., Swatow, CAMPBELL & Co., Amoy, WILSON, NICHOLLS & Co., Foochow, HADEN & Co., Shanghai. LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars.
RESERVE FUND, \$1,400,000 Dollars.

COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq.
Deputy Chairman—HOD. W. KESWIC.
E. R. BEILLIOS, Esq. WILHELM REINHOLD, Esq.
H. L. DALRYMPLE, Esq. F. D. SASSON, Esq.
H. HOFFMANN, Esq. W. S. YOUNG, Esq.
A. MOLVER, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq. Manager.
Shanghai, E. WEN CAMERON, Esq.
LONDON BANKERS.—London and Country Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, August 16, 1879.

COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION OF 30th APRIL, 1862.

CAPITAL FULLY PAID-UP, \$3,200,000.
RESERVE FUND, \$300,000.

HEAD OFFICE—14, Rue Bourse, PARIS.

AGENCIES and BRANCHES at:

LONDON, BOURBON, SAN FRANCISCO, MARSEILLES, BOMBAY, HONGKONG, LYONS, CALCUTTA, HANKOW, NANTES, SHANGHAI, FOOCHEW.

LONDON BANKERS:

THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.
The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.
E. G. VOUILLEMONT, Manager, Shanghai.
Hongkong, May 20, 1879.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

PAID-UP CAPITAL, \$1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3 per Annum.
" 6 " " 4 " "
" 12 " " 5 " "

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT, Acting Manager.

Oriental Bank Corporation,
Hongkong, September 4, 1879.

Banks.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000.
RESERVE FUND, £150,000.

THE BANK OF ENGLAND.

THE CITY BANK.

NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On Current Accounts, 2 per cent. per annum on the daily balance.
On Fixed Deposits.
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. "
" 12 " 5 per cent. "

CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on FIXED DEPOSITS:—
For 12 months, 5 per cent. per annum.
" 6 " 4 per cent. "
" 3 " 2 per cent. "
H. H. NELSON, Manager.

NATIONAL BANK OF INDIA, LIMITED.

Registered in London under the Companies' Act of 1862, on 23rd March, 1866.
Established in Calcutta 29th September, 1863.

SUBSCRIBED CAPITAL, £933,000.

PAID-UP CAPITAL, £465,250.
RESERVE FUND, £20,000.

HEAD OFFICE—39A, Threadneedle Street, LONDON, E.C.

LONDON BANKERS:—NATIONAL PROVINCIAL BANK OF ENGLAND. NATIONAL BANK OF SCOTLAND.

All descriptions of Banking and Exchange business transacted.

INTEREST allowed on CURRENT ACCOUNTS at the rate of 2 per cent. per annum on the daily balances; and on FIXED DEPOSITS according to arrangement—the maximum rate being 5 per cent. per annum.
R. H. SANDEMAN, Manager.

Hongkong, November 1, 1879.

Entertainment.

THEATRE ROYAL, CITY HALL.

Under the Distinguished Patronage of H. E. J. POPE HENNESSY, C.M.G., GOVERNOR AND COMMANDER-IN-CHIEF.

ROYAL ITALIAN OPERA COMPANY.

THIRD SUBSCRIPTION NIGHT.

THIS EVENING,

Nov. 22nd, 1879.
The Grand Opera, by VERDI, "ERNAI."

TUESDAY EVENING,

Nov. 25th, 1879.
The Celebrated Opera, by DONIZETTI, "La Favorita."

Prices of Admission:

Dress Circle, \$3.
Family Tickets, to admit three, \$7.
Stalls, \$2.
Back Seats, \$1.

Doors Open at 8.30; Performance to commence at 9 p.m. precisely.

Ladies unaccompanied by Gentlemen will not be admitted.

Tickets may be obtained from Messrs KELLY and WALSH, where a Plan of the Theatre can be seen.

LIBRETTO BOOKS (English Version) will be sold at the Doors at 50 cents each.
Hongkong, November 22, 1879. no26

For Sale.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE, in Quarts and Pints.
GIBB, LIVINGSTON & Co.
Hongkong, May 26, 1879.

FOR SALE.

THEOPHILE ROEDERER & Co.'s CHAMPAGNE, awarded the GOLD MEDAL at the PARIS EXHIBITION. DRY VERZENAY MOUSSEUX. Quarts, \$17 per Case of 1 doz. Pints, \$18 " of 2 doz.
MEYER & Co., Agents.
Hongkong, August 21, 1879. 21fe90

For Sale.

GLASGOW BANK FAILURE.

TO THE INHABITANTS OF THIS CITY & VICINITY.

GREAT BANKRUPT

SALE OF DRAPERY.

OWING to the great depression in Scotland caused by the failure of the Glasgow Bank, the well-known firm of Messrs DARGY, MACDONALD, and STEWART, of Glasgow and Manchester, being bankrupt, Messrs McDermott, Cass & Co., Official Assignees, are now disposing of by Private Sale a large portion of the STOCK belonging to the late firm, consisting of:—

WEST OF ENGLAND BROAD AND NARROW CLOTHS.

ENGLISH MELTONS. BEAVERS.

Scotch Tweeds and Cheviots, French Cloths, Cashmeres, &c.

THERE WILL ALSO BE OFFERED A LARGE STOCK OF

ENGLISH PRINTS, CALICOES, WELSH FLANNEL, LADIES' KID BOOTS AND SLIPPERS.

To which the Subscribers would respectfully call the attention of the Public, at the following

LOW PRICES, viz.:—
1,570 Bales of ENGLISH PRINTS, which will be offered from..... 6 cents per yard.
1,900 Bales of ENGLISH CALICOES, which will be offered from..... 6 cents per yard.
850 Bales of WELSH FLANNEL, which will be offered from..... 15 cents per yard.
400 Trunks BEST KID BOOTS..... \$2.00 per pair.
800 Trunks KID SLIPPERS..... 50 cents per pair.
150,000 Yards ENGLISH TUCKING..... 10 cents per yard.
1,020 Bales REGATTA SHIRTING..... 10 cents per yard.
N.B.—The Subscribers would also call attention to the large lot of FRENCH and PAISLEY SHAWLS of the LATEST DESIGNS and FINEST QUALITIES, which will be offered at a Great Sacrifice; also a large lot of FRENCH and ITALIAN SILKS, also, IRISH POPLIN DRESS PATTERNS, manufactured by the celebrated PRINCE BROTHERS, of Dublin.
800,000 REMNANTS of ENGLISH BROAD CLOTHS, IN BLACK, BROWN, BLUE, AND OTHER COLOURS.
Meltons, Beavers, Tweeds, Cheviots, Cashmeres, &c., which will be sold in lots to suit Private Families, at considerably

BELOW MANUFACTURER'S PRICES.
N.B.—The Assignees have engaged the services of Twenty Salesmen, who will offer for inspection and sale portions of the above Goods, and from the low prices at which they will be offered, they feel confident of a speedy clearance. ONE PRICE charged, from which NO ABATEMENT will be made.

ADDRESS 42, QUEEN'S ROAD,

Opposite Messrs. Birley and Co.'s.

BUCHANAN PEARSON & CO.,

Agents.

Auctions.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction, on

MONDAY,

the 24th November 1879, at 3 o'clock p.m., at the Office of the FRENCH CONSUL, by order of the French Consul (For account of whom it may concern), The French Ship "ERNEST,"

of 391 Tons Register or thereabout, as she now lies in this Harbour.
TERMS OF SALE.—Cash in Bank Notes, and the Vessel to be at purchaser's risk on the fall of the hammer.
For further Particulars and Inventory, apply to the Auctioneers.

HUGHES & LEGGE,

Auctioneers.

Hongkong, Nov. 17, 1879. no24

AUCTION OF ELEGANT ENGLISH-MADE HOUSEHOLD FURNITURE, AN ERARD'S PATENT CONCERT PIANO.

PARISIAN SIDE TABLES, TURKEY CARPETS, &c., &c., &c.

LANE, CRAWFORD & Co. have received instructions from W. H. BREKTON, Esq., to sell by Public Auction, at his Residence, Beauvregard, on—

TUESDAY,

the 25th November, 1879, at Two o'clock p.m., The whole of the Valuable HOUSEHOLD FURNITURE, comprising:—

Drawing Room Suite Ebonized and Gilt Covered with Crotone, comprising Chairs, Couches, Lounges and Ottoman; Parisian Side Tables with Ormolu Mountings; Handsome Mantel-piece Mirrors; Clocks; Gilt Window Cornices and Hangings; Flower Vases; a few Framed Coloured Photographs of Views in Japan; Chrono-Lithographs; Gasolier; Carpet, Fender and Irons, etc., etc.

Mahogany Dining Table; Mahogany Dining Chairs on Castors; Easy Chairs; Turkey Carpet; Sideboard; Whatnots; Book Case with Plate Glass Doors; Window Curtains; Cut Glassware; Electro Plated Ware; Crockery, etc., etc.

A very handsome Solid Gilt Brass Bedstead, with Spring and Horse-hair Mattresses and Hangings; Lady's Mahogany Double-winged Wardrobe with Silvered Plate Glass Front; Mahogany Washstand with Marble-top; Dressing Table; Cheval Glass; Bed-room Chairs; Toilet Mirrors, etc., etc.

Study Table; Morocco Covered Chairs and Lounges; Davenport, etc., etc., etc.

Also, An Erard's Patent Concert PIANO, nearly new.

An Australian HORSE, with Saddle. Catalogues will be issued, and the whole will be on view on Monday, the 24th instant.

Hongkong, Nov. 17, 1879. no25

Auctions.

PUBLIC AUCTION.

TO BE SOLD by PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously disposed of by private contract:—

THE HONGKONG DISTILLERY, Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES OF GROUND close to the water, viz.:—Inland Lots Nos. 749, 761 and 762, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, SHILLS, VANS, STOCK, and TRADE FURNITURE and FITTINGS.
For further Particulars, apply to Messrs SHARP, TOLLER, and JOHNSON, Solicitors, Supreme Court House, Hongkong.
Hongkong, March 5, 1879. del

Illustrations.

HONGKONG ARTILLERY VOLUNTEERS.

THE Corps will Parade for Inspection on MONDAY EVENING Next, the 24th instant, at 8.45 o'clock, on the Volunteer Parade Ground.
GUN DRILL at the North Barracks, on WEDNESDAY Next, the 26th, and FRIDAY Next, the 28th instants, at the same hour.

A. COXON, Captain-Commandant H. K. A. V.

ORDERLY ROOM, 19th Nov., 1879. no26

NORWICH UNION FIRE INSURANCE SOCIETY.

ESTABLISHED 1797.

FOR FIRE INSURANCE EXCLUSIVELY.

Head Office, Surrey Street, Norwich. London Office, 60, Fleet Street.

CAPITAL, £1,100,000.

THE undersigned, having been appointed Agents of the above Company at this Port, are prepared to issue Policies of Insurance against Fire on the usual terms.

BIRLEY & Co., Agents.

Hongkong, 10th November, 1879. del9

Shipping.

Steamers.

FOR SWATOW, AMOY & FOOCHEW.

The Steamship "NAMO,"

Capt. WILSON, will be despatched for the above Ports on SUNDAY, the 24th inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co. Hongkong, November 19, 1879. no28

Shipping.

Steamers.

SHIRE LINE OF STEAMERS.

FOR YOKOHAMA AND HIOGO. The Steamship "MERIONETHSHIRE," RICKARD, Commander, will be despatched for the above Ports, on SUNDAY, the 23rd instant, at Daylight.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.
Hongkong, November 20, 1879. no23

FOR MANILA.

The Steamship "DIAMANTE," Capt. THEBAUD, will be despatched for the above Port on MONDAY, the 24th inst., at 2 p.m.

For Freight or Passage, apply to RUSSELL & Co.
Hongkong, November 19, 1879. no24

SHIRE LINE OF STEAMERS.

FOR LONDON VIA SAIGON. The Steamship "RADNORSHIRE," DAVIES, Commander, will be despatched for the above Ports, on TUESDAY, the 25th instant, at 6 p.m.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.
Hongkong, November 20, 1879. no25

FOR AMOY, TAMSUI & TAIWANFOO.

The Steamship "ALBANY," Capt. F. ASHTON, will be despatched for the above Ports on WEDNESDAY, the 26th inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.
Hongkong, November 21, 1879. no26

FOR SINGAPORE, BRISBANE, SYDNEY AND MELBOURNE.

(Calling off the usual Coast Ports, and taking through Cargo and Passengers for New Zealand.)

The Eastern & Australian Mail Steam Co.'s Steamship "NORMANBY," Captain GREEN, will be despatched as above on SATURDAY, the 29th inst., at Noon.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co.
Hongkong, November 17, 1879. no29

FOR NEW YORK VIA SUEZ CANAL.

The Steamship "SCINDIA," Captain WINDHAM, shortly due, will have quick despatch for the above Port.

For Freight or Passage, apply to RUSSELL & Co.
Hongkong, November 20, 1879.

FOR HOIHOW & PAKHOI.

The Steamship "HAINAN," Capt. CONNER, shortly due, will have immediate despatch for the above Port.

For Freight or Passage, apply to RUSSELL & Co.
Hongkong, November 20, 1879.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship "ELECTRA," Captain BOHME, will shortly lead here for the above Port, and will have quick despatch.

For Freight or Passage, apply to RUSSELL & Co.
Hongkong, November 20, 1879.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Company's Steamship "ACHILLES," Capt. C. ANDERSON, will be despatched on or about the 1st Proximo.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, November 12, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "VOLTA,"

Commandant GUIRAND, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX, Agent.
Hongkong, November 20, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "OZUS," Commandant KARATEL, will be despatched for SHANGHAI shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX, Agent.
Hongkong, November 20, 1879.

Shipping.

Sailing Vessels.

FOR NEW YORK. The A 1 German Bark "IPHIGENIA," GREEN, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to RUSSELL & Co.
Hongkong, November 20, 1879.

FOR NEW YORK. The A 1 German Bark "OBERON," SCHMIDT, Master, will load here and at Whampoa for the above Port, and will have quick despatch.
For Freight, apply to RUSSELL & Co.
Hongkong, November 20, 1879.

FOR NEW YORK. The A 1 British Ship "ENDYMION," RICHARDSON, Master, will load here and at Whampoa for the above Port, and will have quick despatch.<

For Sale.

MacEwen, Frickel & Co.,

BEG to announce the ARRIVAL of the following FIRST-CLASS
S T O R E S, &c.
Ex "OCEANIC,"
"LORD OF THE ISLES,"
And Other Late Arrivals.

Finest California BUTTER in Rolls.
Good Cooking BUTTER in Kegs.
Fine Apple CHEESE.
Limburg CHEESE.
Sap-Sage CHEESE.
Prime Giltroy CHEESE.
Fine Eastern HAMS.
Fine Eastern BACON.
Prime Smoked SALMON.
Smoked HERRINGS.
Boston MACKEREL.
SALMON BELLIES.
Family PIG PORK and BEEF in Kegs.
Pickled OX-TONGUES.
Boneless and Good Dry CODFISH.
SAUERKRAUT in Kegs.
Finest CAVIARE and SARDELLES.

Fresh APPLES.
"No Plus Ultra" APPLE RINGS.
BICKORY NUTS.
PECAN NUTS.
BRAZIL NUTS.
PEA NUTS.
COMB HONEY in Frames.
Pure Orange BLOSSOM HONEY.
Brougham's TURKEY & TONGUE.
Do. LUNCH TONGUE.
Do. Compressed HAM.
L. McNEIL & LIBBY'S Compressed HAM.
L. McNEIL & LIBBY'S Corned BEEF.
L. McNEIL & LIBBY'S Compressed TONGUE.
Green TURTLE, 1lb. and 2lb. tins.
Boneless Spiced PIG'S FEET.
Assorted Devilled MEATS.
Baked PORK and BEANS.

CALIFORNIA CRACKER Co.'s GINGER CAKES.
CALIFORNIA CRACKER Co.'s SODA BISCUITS.
CALIFORNIA CRACKER Co.'s OYST-TER CRACKERS.
WAFER BISCUITS per Pound.
OATMEAL in Casks.
Fresh CORNMEAL.
Cracked WHEAT.
BUCK WHEAT.
RYE FLOUR.
HOMINY.

Cutting's Assorted JELLIES in Glass Pots.
Cutting's Assorted DESSERT FRUITS.
Do. QUEEN'S OLIVES.
Do. PICKLED LIMES.
Do. STUFFED PEPPERS.
Do. ASPARAGUS.
Do. Ass't. CORNED VEGETABLES.
Do. Assorted PICKLES.
Do. Assorted SAUCES.

White BEANS.
Split PEAS.
Mess' PORK and BEEF.
Borden's Condensed MILK (very fresh).
&c., &c., &c.

CROUSE & BLACKWELL'S
HOUSEHOLD STORES.

MULSON'S
Assorted GERMAN SAUSAGES.
Do. Do. VEGETABLES.
Long ASPARAGUS (very fine).

PHILIPPE & CANAUD'S
SARDINES. Assorted PATES.

JOHN MOIR & SONS'
Celebrated Family STORES.
Game PIES, Veal and Ham PIES.
Truffled SAUSAGES.
Cambridge SAUSAGES.
Bologna SAUSAGES.
Pork SAUSAGES. SAVELOYS.
SALMON OUTLETS (in Indian Sauce).
HADDUCK ROES. Fried SOLES.
Kipperd HERRINGS. SLOATERS.
HERRINGS A LA SARDINE.
OATMEAL, &c., &c.

BOOKS!

BOOKS!!!
The Latest and most Popular
NOVELS,
BY FIRST-CLASS AUTHORS.
DICTIONARIES,
&c., &c., &c.

"Cable Coll," "Perfection" and "Empress of India".

TOBACCOES.

Specially Selected CIGARS.
Cavite CHEROOTS.
Princesa CHEROOTS.
Cavite CIGARS.
Princesa CIGARS.
Araceros CIGARS.
Vegueros CIGARS.
Choles No. 3 Melsig CHEROOTS.
Choles No. 3 Forth CIGARS.

REVOLVERS & RIFLES.

Breech loading Central Fire FOWLING PIECES.
Electro-Plated "British Bull Dog" REVOLVERS.
SMITH AND WESSON'S REVOLVERS.
COLL'S DERINGER PISTOLS AND REVOLVERS.
CARTRIDGES, &c., &c.
Hongkong, October 15, 1879.

For Sale.

HONG LISTS.

Circular, large sheet.
THE AMENDED HONG LIST,
in English and Chinese, con-
taining the Names of all the most
important Companies, Institutions,
and Mercantile Houses in the
Colony.

Price, 25 cents each; or \$2.50
per dozen.
At the "China Mail Office."

WASHING BOOKS.

(In English and Chinese.)
WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, are now
ready at this Office.—Price, \$1 each.
CHINA MAIL Office.

PRICE \$6.

THE TREATY PORTS
OF
China and Japan.

A COMPLETE GUIDE TO THE OPEN PORTS OF
THOSE COUNTRIES, TOGETHER WITH PE-
KING, YEDO, HONGKONG AND MACAO.
FORMING A GUIDE BOOK & VADE ME-
CUM FOR TRAVELLERS, MERCHANTS,
AND RESIDENTS IN GENERAL.

8vo. pp. 618. With 29 MAPS and PLANS,
by

WM. F. MATHER, N. B. DENNIS, and
CHAS. KING.

COMPILED AND EDITED BY N. B.
DENNIS, PH.D.

LONDON: N. TRUBNER & Co.
HONGKONG: China Mail Office.

Price, \$6, leather half bound.

The scope of this work includes detailed
descriptions of important Sites and Monu-
ments, notes on the Climate and general
TOPOGRAPHY, FAUNA, FLORA, GEOLOGY
and METEOROLOGY of each Port and its
neighbourhood, with HISTORICAL NOTICES
and minute details respecting the rise and
progress and social characteristics of the
several foreign settlements. To these par-
ticulars are added summaries and statistics of
the TRADE of each open Port, compiled from
official returns, together with statements
respecting COINAGE, CURRENCY, and EX-
CHANGES, LINES of STEAM COMMUNICATION,
DISTANCES, and rates of PASSAGE MONEY.
Hints, and recommendations to travellers,
giving full particulars of OUTFIT and mode
of proceeding to the less frequented settle-
ments are also included, combined with
notes on DOMESTIC MARKETS and Mode
of Living.

In addition to furnishing similar particu-
lars, the Section devoted to Hongkong
contains an historical sketch forming a
chronological index of the chief events
which occupied public attention between
1841 and 1866, including POLITICAL EVENTS,
Changes in the GOVERNMENT SERVICE, the
passing of important ORDINANCES, the
ARRIVAL and DEPARTURE of EMINENT
RESIDENTS, a record of the most notable
PIRACIES, ROBBERIES, MURDERS, FRAUDS,
FIRES and CRIMINAL TRIALS, ADDRESSES
and PRESENTATIONS, &c., &c.
The appendix contains full tables of the
various steam companies' lines. It also
includes a CATALOGUE of over 40 works
published in the English language upon
China and Japan, while a copious INDEX
at the end of the work affords a ready
means of reference to the reader.

TO LET.

GROUND FLOOR OF HOUSE, No. 3,
MARINE LOT No. 65, Praya, Wan-
chai, formerly known as the "BLUE
HOUSE," with possession on 1st Decem-
ber.
MEYER & Co.
Hongkong, November 13, 1879. del

"ROSE VILLAS"—EAST.
SIX ROOMS, upon BONHAM and
ROBINSON ROADS. GAS, WATER,
FLOWER and VEGETABLE GARDEN, STABLE
and TENNIS LAWN.
Apply to
SHEAR & DANBY,
No. 6, Queen's Road Central.
Hongkong, November 1, 1879.

TO LET.

A FIRST-CLASS STONE FLOORED GO-
DOWN, Situated upon MARINE LOT
10. Possession from 1st December next.
Also, the Two HOUSES, Nos. 14 and
16, Stanley Street, now in the occupation
of the TEMPERANCE HALL. Possession
from 1st December.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, November 1, 1879.

TO LET.

TWO Commodious HOUSES Situated
in PEEL STREET, Nos. 13A and 13B,
with GAS and WATER laid on.
For further Particulars and Conditions,
apply to the Undersigned here.

YEUNG MAW,
No. 33, Gage Street.
Hongkong, October 31, 1879. del

STORAGE.

GOODS RECEIVED ON STORAGE in
GODOWNS in PEDDER'S WHARF
BUILDINGS, at Moderate Terms.
Apply to
G. R. LAMBERT.
Hongkong, August 9, 1879.

TO LET.

ON MARINE LOT No. 65, FIRST-CLASS
GRANITE GODOWNS.
Apply to MEYER & Co.
Hongkong, July 25, 1879.

Mails.

MITSU BISHI MAIL STEAMSHIP
COMPANY.

STEAM TO YOKOHAMA VIA KOBE.

THE S. S. TAKASAGO MARU, Cap-
tain YOUNG, will be despatched as above
on SATURDAY, the 29th Inst., at Day-
light.
Cargo received on board and Parcels at
the Office up to 6 p.m. of 28th.
No Bill of Lading signed under \$2
Freight.

All Claims must be settled on board
before delivery is taken, otherwise they
will not be recognized.

RATES OF PASSAGE.

To KOBE.....Cabin \$60. Steerage \$15.
" YOKOHAMA & " Do. \$75. Do. \$20.
" NAGASAKI....." Do. \$90. Do. \$25.
A REDUCTION is made on RETURN CABIN
PASSENGERS.

CARGO and PASSENGERS for Nagasaki
will be transhipped to the Shanghai Mail
Steamer at Kobe.

For further Particulars, apply at the
Company's OFFICES, No. 6, QUEEN'S ROAD
CENTRAL.
Hongkong, November 17, 1879. no29

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SOUE, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;
ALSO,
BOMBAY, COLOMBO, MAHE, ST.
DENIS, AND PORT LOUIS.

ON SATURDAY, the 29th November,
1879, at Noon, the Company's S. S.
DJEMNAH, Commandant HERNANDEZ,
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit, through Marseilles for the
principal places of Europe.
Shipping Orders will be granted until
Noon.

Cargo will be received on board until
4 p.m., Specie and Parcels until 3 p.m. on
the 28th November, 1879. (Parcels are not
to be sent on board; they must be left
at the Agency's Office.)
Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, November 20, 1879. no29

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF
PEKING will be despatched for San
Francisco, via Yokohama, on WEDNES-
DAY, the 24th December, at 3 p.m., taking
Passengers, and Freight, for Japan, the
United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Indian Oceans, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.
Freight will be received on board until 4
p.m., the 23rd December. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Offices in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 6, Praya Central.

RUSSELL & Co., Agents.
Hongkong, November 20, 1879. del24

Occidental & Oriental Steam
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. BELGIO will be despatched
for San Francisco via Yokohama,
on WEDNESDAY, December 3rd, 1879, at
3 p.m., taking Cargo and Passengers to
Japan, the United States, Mexico, Central
and South America, and Europe.
Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 2nd December. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

A REDUCTION is made on RETURN PAS-
SAGE TICKETS.
Consular Invoices to accompany Over-
land, Mexican, Central and South American
Cargo, should be sent to the Company's
Offices addressed to the Collector of Customs,
San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.

H. M. BLANCHARD,
Acting Agent.
Hongkong, October 24, 1879. del3

Insurance.

CHINESE INSURANCE COMPANY,
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits,
are distributed annually to Contributors
whether Shareholders or not, in proportion
to the net amount of Premiums contributed
by each, the remaining third being carried
to Reserve Fund.

J. BRADLEE SMITH,
Secretary.
Hongkong, December 9, 1878.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against FIRE to the extent of
\$45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.
CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.
Hongkong, July 6, 1876.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Saidon and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, November 1, 1871.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER
of
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.

Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Insurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, terms of pro-
posals or any other information, apply to
ARNHOLD, KARBBERG & Co.,
Agents, Hongkong & Canton.
Hongkong, January 4, 1867.

MANCHESTER FIRE ASSURANCE
COMPANY OF

MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling
of which is paid up—£ 100,000
Reserve Fund upwards of £ 120,000
Annual Income £ 250,000

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai,
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 15, 1868.

Insurance.

SCOTTISH IMPERIAL INSURANCE
COMPANY.

FIRE AND LIFE.

INSURANCES against FIRE granted at
Current Rates. Considerable Reduc-
tion in Premium for LIFE Insurance in
China.

MEYER & Co., Agents.
Hongkong, June 2, 1879. 2jn80

SWISS LLOYD
TRANSPORT INSURANCE COMPANY
OF WINTERTHUR.

INSURANCES granted on MARINE
RISKS to all parts of the World.

MEYER & Co., Agents.
Hongkong, June 3, 1879. 3jn80

YANGTSE INSURANCE
ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000
PERMANENT RESERVE.....Tls. 230,000
SPECIAL RESERVE FUND.....Tls. 206,370

TOTAL CAPITAL and AC-
CUMULATION, 25th
April, 1879.....Tls. 856,370

Directors.
F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq. | WM. MEYERIN, Esq.
C. LUGAS, Esq. | S. D. WEBB, Esq.

HEAD OFFICE—SHANGHAI.
Messrs RUSSELL & Co., Secretaries.

LONDON BRANCH.
Messrs BARING BROTHERS & Co.,
Bankers.

FULLARTON HENDERSON, Esq.,
Agent,
8, St. Michael's Alley, Cornhill, E.C.

POLICIES granted on Marine Risks to all
parts of the World.

Subject to a charge of 12% for Interest
on Shareholders' Capital, all the PROFITS
of the UNDERWRITING BUSINESS will be
annually distributed among all Contributors
of Business in proportion to the Premium
paid by them.

RUSSELL & Co.,
Agents.
Hongkong, October 1, 1879. 1oc80

Intimations.

NOTICE.

THE Interest and Responsibility of the
Undersigned in the Chinese Mail,
華字日報 (Wah Tze Yat Po),
ceased from the 1st August, 1877.

CHUN AYIN.
Hongkong, April 6, 1878.

NOTICE.

IN Reference to the above, the Under-
signed has LEASED the Chinese Mail
from the 1st August, 1877, and has engaged
the services of Mr LEONG YOOK CHUN,
as Translator and General Manager of the
newspaper, which under its new regime
will be found to be, as hitherto, an ex-
cellent medium for advertising, especially
as the Manager is able to devote his whole
attention to the conduct of the Newspaper.

KONG CHIM.
Lessee of the Hongkong Chinese Mail.
Hongkong, April 6, 1878.

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE
Chinese Mail.

TWO cents a character for the first 100
characters, and one cent a character
beyond the first 100, for first insertion, and
half price for repetitions during the first
week. Subsequent week's insertions will
be charged only one half the amount of the
first week's charge. Advertisements for
half a year and longer will be allowed a
deduction of 25 per cent on the total amount,
and contracts for more favourable terms
can be made.

Efforts have been made to establish
Agents for circulating the Chinese Mail in all
the ports and in the interior of China, all
the ports in Japan, in Saigon, Singapore,
Penang, Calcutta, Batavia, Manila, the
Philippines, Australia, San Francisco, Peru
and other places which Chinese frequent.
When the list of Agencies is completed,
it will be published. Agents have been
already established in most of the above
places, and in important ports more than
one agent has been appointed at each.

Hongkong, February 23, 1874.

Volume Eighth of the
"CHINA REVIEW."

Now Ready.

CONTAINS—

Translations from the Lü-li, or General
Code of Laws.
New Cantonese Words.
Translations of Chinese School-books.
The Ballads of the Shi-king.
Nestorians at Canton.
Korean Pronunciation of Chinese.
The Critical Disquisitions of Wang Ch'ung.
Brief Sketches from the Life of K'ung-
ming.
Short Notices of New Books and Literary
Intelligence.
Notes and Queries:—
Worship of the Emperor's Tablet.
Snake Bites.
A Terra-cotta Vase with supposed Chi-
nese Inscription discovered by Dr.
Schliemann, at Hissarlik (with illus-
trations).
Opium Consumption in China.
Official Usurers.
Heraldic and other Designations.
Coins of the Ming.
A Porcelain "Cain" (with wooden).
Books Wanted, Exchanges, &c.

Hongkong, September 26, 1879.

Intimations.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has
been very much extended. The fol-
lowing are some of its Agents:—

Macao.—Man Chuen Shop.
Canton.—Sing Chuen Native Post Office,
Luen Hing Street; Chui Hing Low Hotel,
Luen Hing Street; Kwong Tin Fat Shop, Yan
Tsat Street; Mr Sit Chuen Fan, Tung Wen
Kwan; Yuen Fong Shop, in front of the
Provincial Treasurer's Yamen; How Yuen
Shop, Small Market Street, New City; Yee
Cheung Photograph Shop, Honam; Kwai
Heung Shop, Sin Chong, Honam.

Singapore.—Sui Cheong Hong; Woh Shun
Loong Hong.
Amoy.—Chün Cheong Hong, Mook Kek
Street.

Foochow.—Mr Yü Ching Cheong, Foo-
chow Arsenal; Mr Lum Kwok Ching, Mar-
time Customs.

Shanghai.—Mr Ng Ching Shun, Mar-
time Customs; Mr Ho Yue Chuen, Mar-
time Customs; Mr Chun Sing Hol, Mass-
Jardine, Matheson & Co.; Mr Kwong
Chuen Fook, Educational Mission School
and Mow Sing Sang Kee Shop.

Ningpo.—Mr Sung Min Chee, Maritime
Customs.

Hankow.—Yee Hing Hong.
Chefoo.—Yee Shun Hong.

Intimations.

TRADE MARK.—Sanctioned by H. M. Government.

HEALTH, STRENGTH, & ENERGY.

DR. LALOR'S
PHOSPHODYNE.

Trade Mark—"PHOSPHODYNE."
Protected under the Trade Mark Act (83 and 80
Vict., ch. 91).—Enacted by the "Queen's
Most Excellent Majesty" 20th
August, 1875.

Certificates under this Act have been granted to
Dr. R. D. LALOR, giving him the Sole Right
to the Trade Mark PHOSPHODYNE in Eng-
land, Australia, Africa, China,
Canada, and India.

Discovered and so named, A.D.
1862, by R. D. LALOR, M.D.

Pleasant to the Taste. The only Safe, Prompt,
and Reliable PHOSPHORIC REMEDY for
Overworked Brain, Worry, Anxiety, Excitement,
Late Hours, Business Pressure, Nervous Prostra-
tion, Wasting Diseases, Asthmatic, Consumptive,
Stomach and Liver Complaints, Impaired Nutri-
tion, Impoverished Blood, Premature Decline,
and all morbid Conditions of the System de-
pendent upon the deficiency of Vital Force.

PHOSPHODYNE
Purifies and Enriches the Blood; Clears the
Skin; Thoroughly Invigorates the Brain,
Nerves and Muscles; Re-energizes the Failing
Functions of Life, and thus Imparts Energy and
Fresh Vitality to the Exhausted Nerve-System
and Rapidly Cures every form of Nervous
Debility, Paralysis, Nervous, Mind, and Heart
Diseases, from whatever cause.

**IMPORTANT TO EUROPEANS VIS-
ITING OR RESIDING IN HOT
CLIMATES.**—Dr. LALOR'S PHOSPHODYNE
has an enormous Sale in India, China, Africa,
and other Hot Climates, from its possessing in
the most perfectly assimilable form the essential
Vitalising properties of Phosphorus, which re-
animates the Exhausted Functions of Life when
impaired by Heat or other causes. A very large
number of Testimonials from all parts of the
World, freely offered to private persons; Na-
val, Military, Scientific, and Professional Men
who are well known, speak of its marvellous
powers in Nervous Debility, Want of
Stamina, Fevers, Malarious Diseases,
and as a Liver Tonic.

Sold in Bottles at 4s. 6d. and 11s.

CAUTION.—The name, Dr. LALOR'S
PHOSPHODYNE, is blown in the glass
of each bottle, and the genuine PHOS-
PHODYNE is manufactured only at Dr.
LALOR'S Laboratory, London, England,
Medicine Vendors are hereby warned that Legal
Proceedings will be taken against all Persons
selling the Fraudulent Imitation after this Notice.

IMPORTANT NOTICE.—Every bottle
bears the British Government Stamp, with the
words, Dr. LALOR'S PHOSPHODYNE, London,
England, by Order of Her Majesty's Honourable
Commissioners. IF NOT, IT IS A FOR-
GEY.

DR. ROBERT D. LALOR,
OF BAY HOUSE, 82, GALSFORD ST., LONDON,
ENGLAND.

(The Sole Proprietor and Originator of
Phosphodyne.)
Is prepared to Prove the following Facts in any
Court of Law in London, England, and he re-
spectfully requests Medicine Vendors and the
Public to assist the cause of Truth and Right,
against Falsehood and Fraud.

A BASE FRAUD is being per-
petrated by the Advertisement of
a Worthless Imitation of Dr.
LALOR'S PHOSPHODYNE in the
Newspaper Press of India and the
Colonies, the nature of which may
be guessed from the fact that the
originators of these Advertise-
ments DO NOT, AND DARE NOT
insert them in the Papers Publish-
ed in the United Kingdom, neither
may the Spurious Article, sought
to be Foisted upon the Public
abroad, BE SOLD in the British
Isles.

PHOSPHODYNE was Discovered and so
named by Dr. R. D. LALOR in the year 1862.
The Title and Prospectus was duly Entered at
Stationers' Hall, London, in the year 1864.
This Title, Prospectus, and Four of Dr. LALOR'S
Testimonials, the dates of which have been
frankly altered from 1865, 1866, and 1867,
as in the Original Letters, to 1870, have been
basely Pirated by the Parties Advertising the
False Phosphodyne. Copies of Original Letters,
with Prospectus, sent post free. The Genuine
"PHOSPHODYNE" bears the Christian and
Surnames, with Address, as above; also the Re-
gistered Trade Mark, "PHOSPHODYNE,"
to copy which is Felony.

Appointed Agents for Dr. LALOR'S
Phosphodyne in India and China—
TAYLOR & CO., Bombay, Bencoolen, and Poona;
SKENE, STRAIN & CO., and BATHGATE and
CO., Calcutta; R. ROBERTSON, Ceylon; O'HARA
& CO., Bangalore; RANGHOON DISPENSARY, No.
215, Dalhousie Street; E. GILLON CO., Lahore;
J. L. WELLYN & CO., Shanghai, China; Hong
Kong Dispensary, Hong Kong; and all the
Leading Merchants in India and China.

Copies of Dr. LALOR'S Prospectus, "THE
ONION OF LIFE AND DEATH," on the
Phosphoric Treatment, may be had on applica-
tion to any of Dr. LALOR'S Agents.

Intimations.

THE GREATEST
WONDER OF MODERN TIMES!

HOLLOWAY'S PILLS

Long experience has proved these famous remedies to be
most effectual in curing either the dangerous maladies or
the slighter complaints which are more particularly in-
cidental to the life of a minor, or to those living in the
East.

Occasional doses of these Pills will guard the system
against those evils which so often beset the human race,
viz.—coughs, colds, and all disorders of the liver and
stomach—the frequent forerunners of fever, dysentery,
diarrhoea, and cholera.

These Medicines may be obtained from all respectable
Druggists and Store-keepers throughout the civilised
world, with directions for use in almost every language.

They are prepared only by the Proprietor, Thomas
Holloway, 533, Oxford Street, London.

Beware of counterfeits that may emanate from the
United States.

20ap78 1w 1f

"HIGHEST AWARD & PRIZE MEDAL PHILADELPHIA
EXHIBITION, 1876."

OAKLEY'S

WELLINGTON KNIFE POLISH

PREPARED EXPRESSLY FOR THE PATENT KNIFE-
CLEANING MACHINES, INDIA RUBBER and BUFF
LEATHER KNIFE BOARDS. KNIVES CONTINU-
ALLY CLEANED WITH IT HAVE A BRILLIANT POLISH EQUAL
TO NEW CUTLERY. PACKETS 3D. EACH; and TINS,
6d. 20 and 40 each.

OAKLEY'S

INDIA RUBBER KNIFE BOARDS

PREVENT FRICTION IN CLEANING AND INJURY TO
THE KNIFE. OAKLEY'S WELLINGTON KNIFE POLISH
SHOULD BE USED WITH HIS BOARDS.

OAKLEY'S

SILVERSMITH'S SOAP

(NON-MERCURIAL)
FOR CLEANING AND POLISHING SILVER, ELECTRO-
PLATE, PLATE GLASS, &c. TABLETS 6D. EACH.

OAKLEY'S

WELLINGTON BLACK LEAD

IN SOLID BLOCKS—1D., 2D., & 4D. EACH, & 15. BOXES.

JOHN OAKLEY & SONS

17my79 1w 52t 17my80

WESTMINSTER BRIDGE ROAD, LONDON, ENGLAND.

JOHN OAKLEY & SONS

NEWMAN'S IMPROVED PURE EXTRACT OF MALT

TRADE MARK.

CLIMATIC DEBILITY.

THE WEAK MADE STRONG.

BY

NEWMAN'S EXTRACT OF MALT.

Prepared from the finest, Kentish Malt,
being non-fermented and free from Spirit,
as certified by Dr. Hassall and other
Analytical Chemists.

It is strongly recommended by the faculty,
and extensively used in the principal Hos-
pitals, and is particularly valuable in all cases
of Constitutional and Climatic Debility, as
well as being a most agreeable and efficient
substitute for Cod Liver Oil. It is also very
strongly recommended to be taken instead
of Wine or Beer between meals, as it im-
partly immediate strength, assists diges-
tion, and produces appetite, and it may be
freely taken by total abstainers without any
misgivings as to its exciting or intoxicating
effects.

DIRECTIONS.—A Wine-glassful twice or
three times a day. The Extract should be
kept lying down in a cool place.

Copies of the Original Testimonials from
Physicians and the Public can be forwarded
upon application to the Manufacturer.

Sold by all Chemists, and by the Manu-
facturer, C. H. NEWMAN, Dagmar House,
East Margate.

Local Agents: Messrs. A. S. WATSON &
CO., Hongkong.

4ja79 1w 1f

GOLD MEDAL, PARIS, 1878.

JOSEPH GILLOTT'S STEEL PENS.

Sold by all dealers throughout the World.

Mr. Andrew Wind,

NEWS AGENT, &c.

133, NASSAU STREET, NEW YORK;

is authorized to receive Subscriptions, Ad-
vertisements, &c., for the China Mail,
Overland China Mail, and China Review.

Intimations.

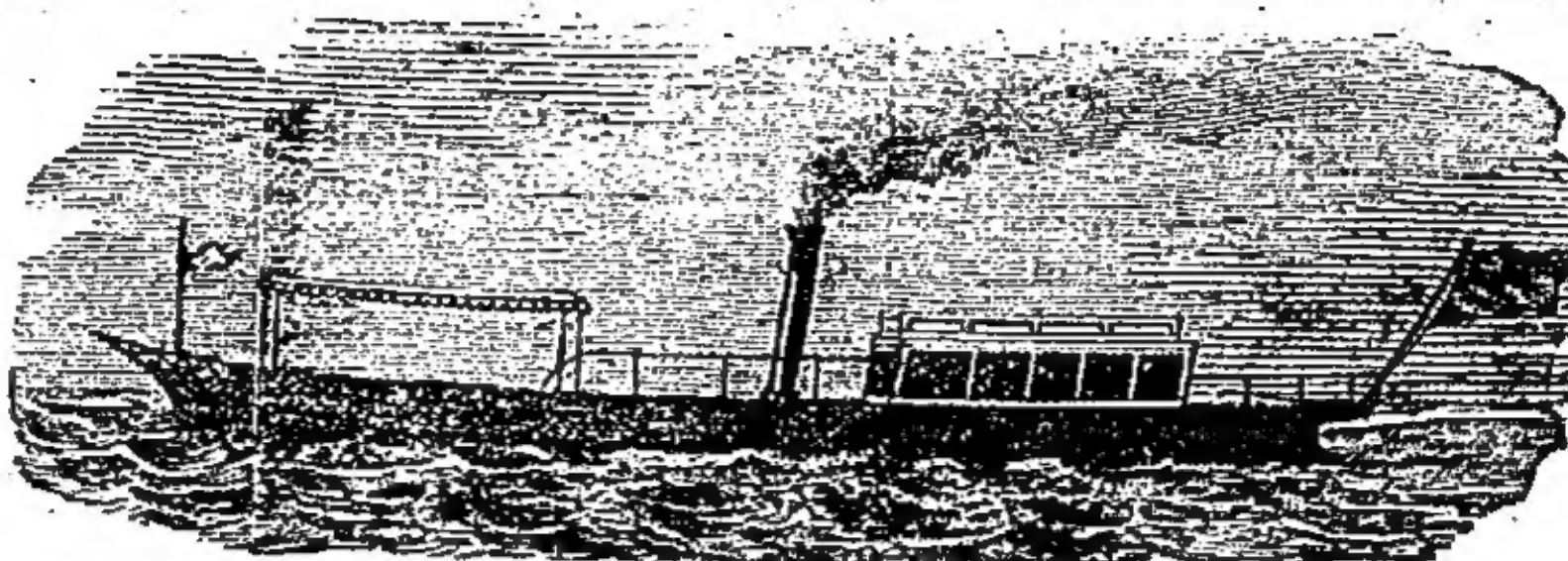
THE BEST REMEDY FOR INDIGESTION.

TRADE **NORTON'S** MARK.

CAMOMILE PILLS are confidently recommended as a simple Remedy for Indigestion, which is
the cause of nearly all the diseases to which we are subject, being a medicine so uniformly grateful
and beneficial, that it is with justice called the "Natural Strengtheners of the Human Stomach."
"Norton's Pills" act as a powerful tonic and gentle aperient; are mild in their operation, safe
under any circumstances, and thousands of persons can now bear testimony to the benefits to be
derived from their use, as they have been a never-failing Family Friend for upwards of 45 years.
Sold in Bottles at 1s. 1jd., 2s. 9d., and 11s. each, by all Medicine Vendors throughout the World.

CAUTION.

Be sure and ask for "NORTON'S PILLS," and do not be persuaded to purchase an imitation.

YARROW'S
SMALL STEAMERS AND STEAM LAUNCHES.

BUILT OF WOOD, IRON, OR STEEL.

Screw Steamers with Speeds ranging up to 26 miles an hour.

Paddle Steamers with draughts ranging down to 6 inches of water.

Machinery Constructed for Boats Built Abroad.

YARROW & CO.

(LATE YARROW & HEDLEY).

ENGINEERS & SHIPBUILDERS, 1, LE OF DOGS, POPLAR, LONDON.

9ap79 1w 52t 9nov80

DINNEFORD'S THE SAFEST MILD
APERIENT FOR DELICATE
CONSTITUTIONS, LADIES,
CHILDREN AND INFANTS,
AND FOR REGULAR USE
IN WARM CLIMATES.

**DINNEFORD'S FLUID
MAGNESIA.**

DINNEFORD & Co., Chemists
London,
And of Druggists and Storekeepers throughout
the World.

N.B. ASK FOR DINNEFORD'S MAGNESIA.

Agents—A. S. WATSON & Co., Hongkong.

5ap79 1w 52t 5ap80

"INVINCIBLE"

THE
LIGHTEST
CHEAPEST
SIMPLEST, AND MOST
ECONOMICAL

CENTRIFUGAL PUMP

IN THE WORLD.

REQUIRES NO FOOT VALVES.

NEVER GETS STOPPED UP.

REQUIRES NO BENDS.

PIPES CAN BE SWIVELLED TO ANY
ANGLE WITHOUT DISTURBING BED-PLATE

For full Particulars apply to

JOHN & HENRY GWYNNE,

ENGINEERS,

89, CANNON STREET & HAMMERSMITH IRON WORKS,
LONDON.

Catalogues may be had on application to the Office of this Paper.

28dec78 1w 1f

In consequence of spurious imitations of

LEA AND PERRINS' SAUCE,

which are calculated to deceive the Public, Lea and Perrins
have adopted A NEW LABEL, bearing their Signature,

thus,

Lea & Perrins

which is placed on every bottle of WORCESTERSHIRE
SAUCE, and without which none is genuine.

Ask for LEA & PERRINS' Sauce, and see Name on Wrapper, Label, Bottle and Stopper.

Wholesale and for Export by the Proprietors, Worcester; Cross and Blackwell, London,
&c., &c.; and by Grocers and Oilmen throughout the World.

14de78 1w 52t 14de79

NOW READY.

**A CHINESE DICTIONARY IN THE
CANTONESE DIALECT.** Parts I,
and II, A to M, with Introduction. Royal
8vo., pp. 404.—By ERNEST JOHN EITEL,
Ph.D. Tübingen.

Price: FIVE DOLLARS, or TWO DOLLARS
AND A HALF per Part.

To be had from Messrs. LANE, CRAWFORD
& CO., Hongkong and Shanghai; and Messrs
KELLY & WAH, Shanghai.

Hongkong, March 1, 1878

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE
IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely
printed matter.

THIS Mail Summary is compiled from the
Daily China Mail, is published
twice a month on the morning of the
English Mail's departure, and is a re-
cord of each fortnight's current history
of events in China and Japan, con-
tributed in original reports and collated
from the journals published at the various
ports in those Countries.

It contains Shipping news from Shanghai,
Hongkong, Canton, &c., and a complete
Commercial Summary.

Subscription, 50 cents per Copy (postage
paid 5c.) \$12 per annum (postage
paid \$13.50).

Orders should be sent to GEO. MURRAY
RAE, China Mail Office, 2, Wyndham
Street, not later than the evening before the
departure of the English Mail Steamer.

Terms of Advertising, same as in Daily
China Mail.

PERFUMERY.

J. & E. Atkinson's

WHITE ROSE and other SACHET
POWDERS, ROSE TOILET POW-
DER, TRANSPARENT SOAP.

TOILET VINEGAR.

PRIZE MEDALS—LONDON, PARIS, VIENNA,
CORDOVA, LIMA, PHILADELPHIA.
Paris 1878, only Gold Medal for English
Perfumery.

Sold by all first-class dealers throughout
the World.

J. & E. ATKINSON,

24, Old Bond-street, London.

The genuine guaranteed by TRADE MARK
—"A White Rose on a Golden Lyre."

7jun79 3

FREDERIC ALGAR,

COLONIAL, NEWSPAPER & COMMIS-
SION AGENT.

11, Clement's Lane, Lombard Street,

THE Colonial Press supplied with News-
papers, Books, Types, Ink, Presses,
Fountain Pens, Correspondence, Letters, and any
European Goods on London terms.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office
are regularly filed for the inspection of
Advertisers and the Public.

NOW READY.

**BUDDHISM, ITS HISTORY, THEORY AND
POPULAR RELIGION.** In three Lectures,
By Dr. E. J. EITEL. Second Edition. One
Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs. LANE,
Crawford & Co.,
Hongkong, July 31, 1878.

Intimations.

BUGS, FLEAS, MOTHS, BEETLES,

and all other insects are destroyed by
KEATING'S INSECT POWDER,
which is quite harmless to Domestic
Animals.

In exterminating Beetles the success of
this Powder is extraordinary, and no one
need be troubled by those pests. It is
perfectly clean in application.

Ask for and be sure to obtain "KEA-
TING'S POWDER," as Imitations are Noxious,
and fail in giving satisfaction.

Sold by all Chemists in small bottles
1/- & 2/6 each.

KEATING'S WORM TABLETS.

A PURELY VEGETABLE SWEETMEAT, both in
appearance and taste, furnishing a most
valuable method of administering the only
certain remedy for INTESINAL OR THROAT
WORMS. It is a perfectly safe and mild
preparation, and is especially adapted for
Children.

TESTIMONIAL.

Mr. KEATING, Medical Hall, Gildersome,

Nov. 28th, 1876.

Dear Sir, I think it nothing but my
duty to inform you of the immense sale I
have for your Worm Tablets, which I may
justly say is enormous, and in every case
gives the greatest satisfaction. I have now
in stock two bottles containing the Round
Worms brought me during the last few
days by customers, one Worm 40 yards
long. I dare not be without the remedy.

—Yours respectfully,

M. A. WALKER.

Sold in Bottles, by all Chemists and
Druggists.

Proprietor, THOMAS KEATING, London.

REWARD AND CAUTION.—Whereas fraud-
ulently imitations of this unsurpassed remedy
have been sold, I hereby request anyone
knowing of the vendor of the same to com-
municate with me; on conviction of the
offender a liberal reward will be paid.

4oc79 1w 31mcb80

PIMMEL'S CHOICE PERFUMERY.

Flavouring, Jockey Club, and other
perfumes, Toilet Vinegar of world-wide
celebrity, Toilet Water, Lavender Water,
Florida Water, Eau de Cologne, Lime Juice
and Glycerine for the Hair, Glycerine,
Honey, Windsor, and other Toilet Soaps,
Violet and Rice powder, Aquadentine for
the Teeth, Aromatic Ozonizer, a Natural
Air Purifier, &c., Sold by all Perfumers
and Chemists.

Registered trade mark—An Heraldic Rose.

86, Strand, 128, Regent Street, and 24,
Cornhill, London, 17, Boulevard des Ita-
liens, Paris.

31my79 1w 52t

Dysentery, Cholera, Fever,

Ague, Coughs, Colds, &c.

DR. J. COLLIS BROWNE'S

CHLORODYNE

(Ex-Army Med. Staff)

IS THE ORIGINAL AND ONLY
GENUINE.

CAUTION.—Vice-Chancellor Sir W. P.
Wood stated that Dr. Collis Browne was
undoubtedly the Inventor of Chlorodyne,
that the story of the Defendant, Freeman,
being the Inventor was deliberately untrue;
which he regretted had been sworn to.
Eminent Hospital Physicians of London
stated that Dr. J. Collis Browne was the
discoverer of Chlorodyne; that they pre-
scribe it largely, and mean no other than
Dr. Browne's.—See Times, July 12, 1864.

The public, therefore, are cautioned
against using any other than

Dr. J. COLLIS BROWNE'S CHLORODYNE.

REMEDIAL USES AND ACTION.

This invaluable remedy produces quiet,
refreshing sleep, relieves pain, calms the
system, restores the deranged functions,
and stimulates healthy action of the sec-
tions of the body, without creating any of
those unpleasant results attending the use
of opium. Old and young may take it at all
hours and times when requisite. Thou-
sands of persons testify to its marvellous
good effects and wonderful cures, while
medical men extol its virtues most exten-
sively.

CHLORODYNE is admitted by the profes-
sion to be the most wonderful and valuable
remedy ever discovered.

CHLORODYNE is the best remedy known for
coughs, consumption, bronchitis, asthma.

CHLORODYNE effectually checks and ar-
rests those too often fatal diseases—
diphtheria, fever, croup, ague.

CHLORODYNE acts like a charm in dia-
rrhoea, and is the only specific in cholera
and dysentery.

CHLORODYNE effectually cuts short all
attacks of epilepsy, hysteria, palpitations
and spasms.

CHLORODYNE is the only palliative in
neuralgia, rheumatism, gout, cancer, tooth-
ache, meningitis, &c.

EXTRACTS FROM MEDICAL OPINIONS.

The Right Hon. Earl Russell communi-
cated to the College of Physicians and J. T.
Davenport that he had received informa-
tion to the effect that the only remedy of
any service in Cholera was Chlorodyne.—
See Lancet, Dec. 31, 1864.

Notices to Consignees.

SHIRE LINE OF STEAMERS.
FROM LONDON, SINGAPORE AND
PENANG.

THE S. S. "Merionethshire," RICHARD,
Commander, having arrived from the
above Ports, consignees of Cargo are hereby
informed that the Goods are being landed,
at their risk into the Godowns of the
Undersigned at Wanchai, whence delivery
may be obtained.
Consignees wishing to receive their Goods
on the Wharf are at liberty to do so.
No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining after the 27th Instant will be
subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, 20th Nov., 1879. no27

FROM HAMBURG, PENANG AND
SINGAPORE.

THE S. S. "Feronia," Capt. H. SCHULTZ,
having arrived from the above Ports,
Consignees of Cargo are hereby informed
that their Goods are being landed and
stored at their risk into the Godowns of
the Undersigned, whence and/or from the
Wharves or Boats delivery may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before 3
p.m. To Day.
Cargo remaining undelivered after the
25th Instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SIEMSEN & Co.,
Agents.
Hongkong, November 19, 1879. no26

FROM GLASGOW AND SINGAPORE.

THE Steamship "Romulus" having arrived
from the above Ports, Consignees of
Cargo by the above named Vessel are
hereby requested to send in their Bills of
Lading to the Undersigned for countersig-
nature, and to take immediate delivery of
their Goods.
Cargo impeding the discharge will be at
once landed and stored at Consignees' risk
and expense.

JARDINE, MATHESON & Co.
Hongkong, November 18, 1879. no25

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo
are requested to send in their Bills of
Lading to the Undersigned for counter-
signature, and take immediate delivery.
This Cargo has been landed and stored at
their risk and expense.
No Fire Insurance has been effected.

Ex "Amazona."
SP, Order, 111 bags Sharp Stones, from
Madras.
G. DE CHAMPEAUX,
Agent.
Hongkong, November 21, 1879.

BRITISH BARQUE "PAMPERO," FROM
ANTWERP.

CONSIGNEES of Cargo by the above
Vessel are hereby requested to send in
their Bills of Lading to the Undersigned
for countersignature, and to take immediate
delivery of their Goods.
Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.

ARNHOLD, KARBERG & Co.
Hongkong, November 18, 1879. if

PACIFIC MAIL STEAMSHIP Co.

NOTICE TO CONSIGNEES.

CONSIGNEE of the undermentioned
Cargo is requested to send in his Bill
of Lading to the Undersigned for counter-
signature and to take immediate delivery.
This package has been landed and stored
at Consignee's risk and expense.
No Fire Insurance has been effected.

Ex City of Tokio, from San Francisco,
Addressed:
F. C. Moore, —1 cased Pianoforte.
RUSSELL & Co.,
Agents.
Hongkong, November 18, 1879.

Notices of Firms.

NOTICE.

WE have authorised Mr JOHN MAC-
GREGOR to SIGN our Firm,
JARDINE, MATHESON & Co.
Hongkong, November 1, 1879. del

NOTICE.

THE Undersigned has established him-
self at the Premises formerly occupied
by LAMBERT, ATKINSON & Co., Peddar's
Wharf, as

AUCTIONEER, APPRAISER
AND
COMMISSION AGENT.
All GOODS entrusted for SALE will be
fully covered by FIRE INSURANCE.
G. R. LAMBERT.
Hongkong, July 1, 1879.

NOTICE.

THE INTEREST AND RESPONSIBILITY of
Mr O. BRAUN in our Firm, CEASED
on the 23rd September A.C.
Mr O. STIEBEL is authorized to SIGN
our Firm.

MISS & Co.,
Hongkong, Shanghai, Yokohama.
Hongkong, October 3, 1879. ja3

NOTICE.

THE Undersigned have been appointed
AGENTS to the NEW YORK BOARD
OF UNDERWRITERS.

ARNHOLD, KARBERG & Co.
Agents.
Hongkong, Sept. 9, 1879. 2000

RECORD OF AMERICAN AND FOREIGN
SHIPPING.

Notices of Firms.

NOTICE.

MR HEINRICH EBELL retired from
our firm on the 22nd August last,
and his INTEREST and RESPONSIBILITY
therein CEASED from that date.
HERTON, EBELL & CO.
Holhow, November 15th, 1879.

OUR Business will in future be carried
on under the firm or style of HER-
TON & Co. Mr LUIS JEIDELL is
authorized to sign the firm's name.
HERTON, EBELL & CO.
Holhow, Pakhof and Haiphong,
November 15th, 1879. del5

NOTICE.

FROM THE 1ST OF OCTOBER,
DR EASTLACK will receive his
PATIENTS at his new DENTAL ROOMS,
No. 50, QUEEN'S ROAD CENTRAL, over the
MEDICAL HALL.
Hongkong, September 23, 1879.

Intimations.

LOST.

A SMALL Black and Tan TERRIER,
answers to the name of "PUNCH,"
small white spot on breast.
Reward given if required.
Address: No. 12, Praya East.
Hongkong, November 18, 1879.

COSMOPOLITAN DOCKS.

W. SPRATT & Co. have lately
added an EXTENSIVE MACHINE
SHOP and other APPLIANCES to the former
Advantages of these Docks.
The DIMENSIONS of the Dock are:—460
Feet, on the Blocks; 92 Feet Wide; Or-
dinary Tides, 21 Ft.; Spring Tides, 24 Ft.
Office, 20, PRAYA CENTRAL, HONGKONG.
Hongkong, October 4, 1879. 40c80

YANGTSE INSURANCE ASSO-
CIATION.

NOTICE.

IN accordance with the Articles of Agree-
ment, the Directors have declared a
DIVIDEND to POLICYHOLDERS for the
FIFTEEN MONTHS ending 31st Decem-
ber 1878, of THIRTY-THREE PER CENT.
on the NET PREMIA CONTRIBUTED,
payable at our OFFICE on and after the
15th Instant.
POLICYHOLDERS are requested to send in
particulars of their Contributions.
By Order of the Directors.
RUSSELL & Co.,
Agents.
Hongkong, May 5, 1879.

POLICYHOLDERS are requested to send in
particulars of their Contributions.

RUSSELL & Co.,
Agents.

Hongkong, May 5, 1879.

ORIENTAL HOTEL.

MR J. F. SHUSTER begs to announce
that he carries on from this Date
the above Establishment, as a FIRST-CLASS
HOTEL. The House is now being THOR-
OUGHLY RENOVATED and RE-FURNISHED.
Mr SHUSTER hopes by strict attention
to Business, and by supplying the Best of
LIQUORS, to merit a share of Public Patron-
age. The house has AMPLE ACCOMMODATION
for BOARDERS, who will meet with every
comfort. The Table will be of the Best
and the Charges strictly Moderate. The
Proprietor will be at all times ready to
supply PICNIC PARTIES and to provide
DINNERS for PARTIES of SIX and upwards
on very REASONABLE TERMS.
THE BOWLING ALLEYS ARE TO BE
RE-LAID.

English and American
BILLIARD TABLES.
TIFFIN AT ONE; DINNER AT SEVEN.

WINE AND SPIRITS
OF THE BEST QUALITY.

ORIENTAL HOTEL,
J. F. SHUSTER, Proprietor.
Hongkong, November 5, 1879. if

DENTAL NOTICE.

DR. ROGERS will visit SHANGHAI
during the Summer Months, leaving
HONGKONG on the 1st of April next, and
returning about 1st December.
Hongkong, February 10, 1879.

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's
day (February 17, 1879) the Chinese
MAIL will be issued DAILY instead of TRI-
WEEKLY as heretofore. No change, how-
ever, will be made in the price of subscrip-
tion, which will remain at \$4 per annum.
The charges for advertisements are now
assimilated to those of the "China Mail."
The unusual success which has attended
the Chinese Mail makes it an admirable
medium for advertisements.
The Conductors guarantee an eventual
circulation of one thousand copies. It is
already the most influential native journal
published, and enjoys considerable prestige
at the Ports of China and Japan, and
at Singapore, Penang, Calcutta, San Fran-
cisco and Australia.

China Mail Office.

SAILORS' HOME.

ANY Cast-off CLOTHING, BOOKS, or
PAPEBS will be thankfully received
at the Sailor's Home, West Point.
Hongkong, July 25, 1879.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:—
HAZEL HOLME, British barque, Capt. J.
Wm. Millican.—Vogel & Co.
OSERON, German barque, Captain S. S.
Schmidt.—Arnhold, Karberg & Co.
EZZERZEE, British barkentine, Captain
J. Milne.—Melchers & Co.
PALMA, German barque, Capt. Bing-
Melchers & Co.
ZEPHYR, British barque, Captain John
Cornford.—Abdoolally Ibrahim & Co.
PAMPERO, British barque, Captain Mc
Kenzie.—Arnhold, Karberg & Co.

Agents.
Hongkong, Sept. 9, 1879. 2000

To-day's Advertisements.

PUBLIC AUCTION.

GENERAL WEEKLY SALE.

THE Undersigned will sell by Public
Auction, on

TUESDAY,

the 25th Nov., at Noon, at his Auction
Sales Rooms, Peddar's Wharf,
80 reams Cream Laid FOOLSCAP.
2 cases of assorted sizes Envelopes.
100 doz. Turkish Towels, assorted sizes.
1 case Huckaback Towels.
10 cases Borden's Milk.
Morton's Stores, Preserved Lobsters
in tins, American Pie Fruit, Champagne,
Whisky, Old Tom, Porter, Ginger Wine,
etc., etc.

1 case Cotton Undershirts, assorted
sizes.
25 doz. Merino Undershirts.
Flannel, Serge, Tweeds, Cloth, Mel-
tons, etc.

100 boxes each 28 lb. Washing Soap,
White.
120 boxes Brown Windsor Toilet Soap.
150 gross White Cotton Thread, assorted.
Revolvers and Cartridges, Penknives,
Razors.

1 case Sealing Wax.
50 pieces Bunting, viz., Scarlet, White,
Blue, Yellow and Black.
2 coils Wire Rope.
20 cases Tumbler.
And a Variety of Other GOODS.

Also,
42 packages Old Yellow Sheathing
METAL and NAILS.

TERMS.—Cash on delivery.
G. R. LAMBERT,
Auctioneer.
Hongkong, Nov. 22, 1879. no25

HONGKONG, NOV. 22, 1879. no25

SHIPPING.

ARRIVALS.

Nov. 22, *Diamond*, British steamer, 514,
E. Thebaud, Amoy Nov. 20, General—
Russell & Co.
Nov. 22, *Hue-shin*, Chinese steamer, 764,
Gibson, Hoilow Nov. 21, General—C.
M. S. N. Co.

DEPARTURES.

Nov. 22, *Stentor*, for Singapore, &c.
22, *Hakon Adelsen*, for Hilo.
22, *Endymion*, for Whampoa.
22, *Kashgar*, for Europe, &c.
22, *Romulus*, for Shanghai.
22, *Patroclus*, for Amoy & Shanghai.

CLEARED.

Namoa, for Coast Ports.
Craglands, for Nagasaki.
Merionethshire, for Yokohama.
Davina, for London.
Fuyew, for Shanghai.

PASSENGERS.

ARRIVED.

Per *Diamond*, from Amoy, 100 Chinese.
Per *Hue-shin*, from Hoilow, 103 Chinese,
and one European.

DEPARTED.

Per *Kashgar*, for Singapore, Surg. Maj.
Max Grant, Mr and Mrs Lee Lun and 2
servants; for Bombay, Messrs W. Webb,
Brett, Mahomedbhoy, Meherallybhoy, and
Piermahomed Kader.
Per *Stentor*, for Straits, 250 Chinese.
Per *Patroclus*, for Amoy, 100 Chinese.
TO DEPART.

Per *Fuyew*, for Shanghai, 60 Chinese.

SHIPPING REPORTS.

The British steamer *Diamond* reports:
Had moderate N.E. monsoon and hazy
weather throughout.
The Chinese steamer *Hue-shin* reports:
Strong N.E. gale with high sea. Vessels
in Hoilow: *Kiungchow* and *Conquest*.

POST OFFICE NOTICES.

MAILS will close:—
For SHANGHAI.—
Per *Fuyew*, at 9 a.m. To-morrow, the
23rd inst., instead of as previously
notified.

For STRAITS SETTLEMENTS, AND
BOMBAY.—
Per *Adria*, at 11.30 a.m., on Monday,
the 24th inst.

For CEBU.—
Per ship *Twilight*, at 1 p.m., on Monday,
the 24th inst.

For MANILA.—
Per *Diamond*, at 1.30 p.m., on Monday,
the 24th inst.

For BANGKOK.—
Per *Davina*, at 5 p.m., on Tuesday, the
25th inst.

For SWATOW.—
Per *Yokung*, at 5 p.m., on Monday, the
24th inst.

For SAIGON, SUEZ, & LONDON.—
Per *Radnorshire*, at 5 p.m., on Tuesday,
the 25th inst., instead of as pre-
viously notified.

For HIOGO, YOKOHAMA, AND NAGA-
SAKI.—
Per *Takasago Maru*, at 5 p.m., on Fri-
day, the 28th inst.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Diamond* will
be despatched on SATURDAY,
the 29th Instant, with Mails to and
through the United Kingdom and
Europe, via Naples; to Saigon, Straits
Settlements, Batavia, Borneo, Ceylon,
India (via Madras), Australia, New
Zealand, Tasmania, Fiji, Aden, Sey-
chelles, Reunion, Mauritius, Suva,
and Alexandria. This is the best
opportunity for forwarding Corre-
spondence to E. Africa, the Cape,
St. Helena, and Ascension.
The usual hours will be observed in closing
the Mails, &c.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *City of
Peking*, will be despatched on WED-
NESDAY, the 24th Dec., with Mails
for Japan, San Francisco, the United
States, Canada, Honolulu, Peru, &c.,
which will be closed as follows:—
2.15 P.M.—Registry closes.
2.30 P.M.—Post-Office closes, but Letters
(except for Non-Union Countries) may
be posted on board the Packet with
Late Fee of 18 cents extra Postage
until the time of departure.
Correspondence for Non-Union West Indies
(except the Bahamas and Hayti),
Monte Video, Paraguay, and Uruguay
cannot be sent by this route.
Hongkong, November 27, 1879. de24

HOURS OF CLOSING.

THE CONTRACT MAILS.
The following hours are observed in closing
Mails, &c., by both the British and
French Contract Packets:—
Day before departure, —
5 P.M.—Money Order Office closes; Post
Office closes except the Night Box,
which remains open all night.
Day of departure, —
7 A.M.—Post Office opens.
10 A.M.—Registry of Letters ceases.
Posting of all printed matter and
patterns ceases.
11 A.M.—Mails closed, except for Late
Letters.
11.10 A.M.—Letters may be posted with
Late Fee of 18 cents until
11.30 A.M.—when the Post Office Closes
entirely.
11.40 A.M.—Late Letters may be posted
on board the packet with Late Fee of
18 cents until time of departure.

Quotations.

Hongkong, November 22.
OPIMUM.—New Patna, cash, \$560.
" Old " " " 530
" New Benares, cash, 507 1/2
" Old " " " 507 1/2
" New Malwa, credit, 705
" Allowance Teels, —
" Old Malwa, credit, 740
" Allowance Teels, —

Exchange.

Bank, Wire, ... 3/9 1/2
" Demand, ... 3/10 1/2
" 30 days' sight, ... 3/10 1/2
" 4 months' sight, ... 3/10 1/2
Credits, 4 ... 3/10 1/2
Documentary, 4 months' sight, 3/11
India, Wire, ... 222 1/2
" demand, ... 223
Shanghai, demand, ... 73
" 80 days' sight, ... 73 1/2
Gold Leaf, 99 1/2 fine ... 27.10
Sovereigns, ... 5.27

Shares.

Hongkong Bank, 57 1/2 prem. sellers.
Union Ins. Society of Canton, \$1,360, sales.
China Traders' Ins. Co., \$1,350, buyers.
North China Ins. Co., \$1,125.
Yangtze Ins. Assoc., \$1,780, sales.
Chinese Insurance Co., \$300, sales.
H.K. Fire Ins. Co., \$815, sales.
China Fire Ins. Co., \$220, sales.
H.K. & W. Dock Co., 10 1/2 prem. sales.
H.K. C. M. S. Boat Co., \$12 prem. sales.
Shanghai Steam Navigation, \$11.
China Coast St. Nav. Co., \$101.
Hongkong Gas Co., \$70.
Hongkong Hotel Co., \$66.
China Sugar Refining Co., \$159.
Chinese Imperial Loan of 1874, nominal.
Do. of 1877, do.

Temperature.

(Taken at Messrs Falconer & Co.'s Premises,
Queen's Road.)
HONGKONG, November 22.
BAROMETER—9 A.M. ... 29.930
Do. 1 P.M. ... 29.860
Do. 4 P.M. ... 29.860
THERMOMETER—9 A.M. ... 69
Do. 1 P.M. ... 70
Do. 4 P.M. ... 70
Do. (Wet bulb) 9 A.M. 69
Do. Do. 1 P.M. 69
Do. Do. 4 P.M. 70
Do. Maximum ... 70
Do. Minimum over night 69

MEMOS. FOR MONDAY.

Shipping.
2 p.m.—*Diamond* leaves for Manila.
Auction.
8 p.m.—Sale of French barque *Ernest*.

General Memoranda.

TUESDAY, November 25:—
Noon.—General Weekly Sale by Mr G.
R. Lambert, at his Sales Rooms.
2 p.m.—Auction of Household Furniture,
&c., at Beauregard, the residence of W.
H. Breton, Esq.
6 p.m.—*Radnorshire* leaves for Saigon
and London.
Goods per *Feronia* undelivered after this
date subject to rent.
9 p.m.—Operatic Performance.

WEDNESDAY, November 26:—
Daylight.—*Adria* leaves for Amoy, &c.
THURSDAY, November 27:—
Goods per *Merionethshire* undelivered af-
ter this date subject to rent.

FRIDAY, November 28:—
Noon.—French Mail leaves for Ports of
Call and Europe.
Noon.—*Normandy* leaves for Singapore,
Brisbane, &c.
3 p.m.—Mitsui Bishi Mail leaves for
Yokohama via Kobe.

WEDNESDAY, December 3:—
8 p.m.—Occidental & Oriental S. S. Co.'s
Steamer leaves for Yokohama and San
Francisco.

MEMOS. FOR TO-MORROW.

Shipping.
Daylight.—*Merionethshire* leaves for Yo-
kohama, &c.
Daylight.—*Namoa* leaves for Coast Ports.

RELIGIOUS SERVICES.

St. JOHN'S CATHEDRAL.—The Right
Reverend Bishop Burdon. Morning Ser-
vice 11. Evening 6.45. Holy Communion
on the first Sunday in the month.
Military Service.—Rev. J. Henderson,
officiating Military Chaplain. At 8 a.m.
Morning Prayer, &c. Holy Communion
on the second and fourth Sunday in the
month.

UNION CHURCH.—Morning Service, at
11 A.M., Afternoon, 6 P.M.—Divine Service
in Chinese, 2-3 P.M. every Sunday, with
Communion on first Sunday of every month.
—Rev. Dr. Chalmers.

St. PETER'S SEAMEN'S CHURCH.—Rev.
J. Henderson. Service at 5 P.M., every
Sunday. Wednesday and Friday, at 11
A.M. All seats free. Morning Prayer and
Communion on the first Sunday in each
month at 11 A.M.

St. STEPHEN'S MISSION CHURCH.—Rev.
J. Grundy, and Rev. Lo Sam Yuen.
(All Services in Chinese.) Morning
Prayer, 10.30. Ante-Communion, and
P.M. Preaching, at 6.30 P.M.—Holy Com-
munion, 1st Sunday in Chinese month.

BEELIN FOUNDLING HOUSE.—Service in
the German language, by Pastor E. Klitzke,
every Sunday, at half-past ten A.M., in
the Chapel of the Berlin Foundling House,
West Point.

St. JOSEPH'S CHURCH, Garden Road.—
In the morning, Mass at 8 o'clock.

THE
HONGKONG DISPENSARY.

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Hongkong, June 1, 1876.

No. 2.—Vol. VIII.
—OF THE—
"CHINA REVIEW"

WILL BE READY IN A FEW
DAYS.

The publication of this issue commenced
at 9.10 p.m.

THE CHINA MAIL.

HONGKONG, SATURDAY, NOV. 22, 1879.

The combination formed recently in
London amongst the chief steam-
owners engaged in the China and Japan
trade is one of the most important mo-
vements made in business circles for
many years. Its object is the "working
of the China and Japan Trade, outwards
and homewards" for the exclusive be-
nefit of the steamer-owners concerned;
and the agreement bearing the above-
quoted heading is a most remarkable
document. It commences by issuing, as
it were, a series of charters of right to
run steamers in this trade to those only
who have entered into this extraordinary
compact. Thus, "The P. and O. S. N.
Company shall have the right to run its
line of steamers;" and so on through the
following names: the Messageries Mari-
times, the Ocean Steamship Co., the
Glen line, the Castle line, the Shire line
(Norris and Joyner being limited to ten
departures per annum), Shaw, Williams
& Co. (limited to six departures per
annum), Gellatly, Hankey, Sewell & Co.
(with a right to four departures per
annum). Under certain conditions, the
steamers of W. Thomson & Co., J.
Warrack & Co., and C. Williamson, all
of Leith, are graciously permitted to
follow on the berth the steamers of the
above-named firms.

In reading over this strange docu-
ment, one is apt to get confused as to
whom the ocean belongs, or whether
"the sea, the open sea" appears as an
asset on the books of the various com-
panies here named. However, an able
writer on political economy has said:—

Both by the law of the land, and the public
opinion on which it rests, it is now allowable
for any class of men to combine together for
the purpose of fixing the price at which they
shall buy or at which they shall sell, pro-
vided their combination be entirely volun-
tary, and subject no one to coercion. All
the landlords of a state, for instance, might
combine to keep up the price of grain; but
if they should get a law to enable them to
exact this price by prohibiting any of their
body from selling for less, or for prohibiting
or limiting the importation of foreign grain,
then their combination would be oppressive.
In like manner, a hundred bricklayers or
less than a certain remuneration, or not to
work more than a certain number of hours
daily; and they are quite free to do so, pro-
vided they do not compel any one to join
their combination, or do not interfere with
those who are content to work on lower
terms. The difficulty is to define compul-

sion. To judge from the everyday comments
on this latest illustration of the above
principle, it would seem that combina-
tions of such a nature are both risky and
impracticable. It will, however, remain
to be seen whether or not this combina-
tion of forces is strong enough to bear

down all opposition. One thing is
certain, that opposition will not be
wanting, and the apparently amicable

from China to Singapore or Penang, are to be included in the return of earnings, and space under deck unoccupied on discharge at Singapore is to be calculated as worth forty shillings per ton.

23. The difference between the earnings of the vessel, reduced, calculated as above, and what she would have earned—if a mail steamer on the cargo she actually carried; if any other on her under deck cargo capacity—at the average rate indicated above, shall be considered as her loss, and shall be made good to her by the parties hereto; the mail steamers contributing according to the cargo carried from China ports, the remainder according to the under deck capacity run, on the particular voyage, during the 12 months preceding the date of clearance of the vessel reducing.

24. The date of each steamer's departure from its last port in China or Japan to determine whether she comes within the time of contribution, and the vessel or vessels that have had to reduce rates shall bear their proportion of the loss. Annexed is a *pro forma* statement exemplifying the above.

On this side the agreement terminates, at the end of February 1880, unless renewed; and any one can withdraw at a month's notice.

Several stipulations appear in paragraph 36 as to contributions to the Defence Fund, and how these are to be calculated; and it is then stated that "the freight earnings for six months outwards give a fair basis for calculations, and those of twelve months homewards show the average results of in-season and out-of-season business." By para. 28, the agents at each port in China and Japan of the P. & O., Messageries, Ocean, Glen, and Castle lines, shall form a Committee, the decision of a majority to be binding; minutes to be kept and sent home from time to time; and representatives are not allowed to vote on trivial questions in which they are not likely to be interested. Provision is next made for a return on freight contributed, similar to that already noted outwards; if any agent is compelled by his principal to ship goods by San Francisco, this shall not affect his claim for return on shipments by the combination steamers. After giving the homeward rates, para. 34 states, that, in order to retain the present trade via Suez, and to meet the action of those controlling the Pacific routes, a reduction of rates from Japan to New York or London shall be provided for by a general contribution, "on the ground that it is the interest of this combination to force Tea via Suez instead of via San Francisco, otherwise the tonnage provided would be in excess of the cargo procurable." Paragraph 37 provides that "freights on other goods and passage money for coolies to the Straits shall be fixed from time to time by the agent of the Subscribers, the decision of the majority to be binding." By para. 39, any dispute, on either route, is to be left to the decision of Mr. J. B. Westray, and any charge of breach of agreement must be similarly referred. The penalty of any established breach is not to exceed £500 over and above a rectification of accounts. The agreement may be modified (para. 41) by the decision of a referee, or by arbitration. It does not affect the Messageries Maritimes as regards Continental cargo to and from Marseilles, only that from and to London. Hongkong is included in the agreement as though it were a part of China. By the last rule (para. 44) the penalty clause does not apply to the loading, by agents, of vessels (para. 18) not connected with the combination at this side of the line until the end of February 1880.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL."]

(Per E. E. & O. Telegraph Co.'s Line.)

London, 20th November, 1879.

Several arrests have been made in Ireland for seditious language.

Russian military operations in Asia are suspended for want of transport.

Baker is appointed to superintend the scheme of reforms in Asia.

The movement of the Mediterranean Squadron is countermanded.

LOCAL AND GENERAL.

The next AMERICAN MAIL may be expected here on or about the 24th inst., by the O. & O. steamer *Belgic*, which left Yokohama on the 18th inst.

News has been received from Saigon of the loss of the German barque *Sine* (late *Capsingmoon* or *Anna Rosa*), off Palo Canton. The *Sine* was owned by Messrs Markwald & Co., of Bangkok, and was commanded for many years by Captain Sorensen. No particulars of her wreck are to hand as the news came by wire.

MAKING allowance for the vagueness of Reuter's telegraphic advice regarding steamers that have passed the Canal, it seems fair to assume that the O. & O. steamer *Oceanic* reached Port Said in 25 days from this port. She is reported on the 18th amongst those vessels that had passed during the preceding four days, and if it be taken for granted she passed on the 17th, the above result would be given. There is therefore a fair chance of her reaching London in 35 days from Hongkong.

We believe it is the intention of the Shanghai Volunteers to send a formal challenge to the Hongkong Artillery Volunteers to compete in a Shooting Match, each corps to fire on its own range, having an umpire for

each team present. We fancy the members of the Hongkong Artillery Volunteers will have to give more time to practice than they have been doing to make a respectable score, against a crack team, such as the Shanghai corps can produce, for with a few exceptions, our Volunteers are seldom seen on the range. This there is no excuse for, in view of the facilities for practice offered by the Hongkong Rifle Club.

We regret to have to record the death of Mr. W. G. Galdie, chief officer of the P. & O. Company's steamer *Malacca*, at Yokohama, on the 20th instant. This is the second death amongst the officers of this ship within a very limited period, Captain H. E. Smith having died only two days before. Nothing definite has yet been received as to the cause of these sudden and unexpected casualties. Yokohama was some time ago visited by a cholera epidemic, but that was supposed to have passed over. A rumour has got abroad which we have failed to trace to any reliable foundation that the double death is due to poisoning, an act of revenge on the part of some Chinese cook or something of the sort. We should say the prevalence of cholera still at Yokohama is the more likely cause. Telegrams only are yet to hand, and these simply announce the fact of first one death and then the other. Mr. Galdie was a native of Southampton and about 35 years of age.

VAL Voss and Ira Brown gave their last entertainment during their present visit to Hongkong, this afternoon, in St. Andrew's Hall, City Hall, to a most appreciative audience. The *matinee* was advertised as specially for ladies and children, and the hall was well filled with the "little folks" of Hongkong. The weather was rather uninviting, but not sufficiently so to damp the spirits of the comical and funny Johnny Trotter, who elicited frequent bursts of laughter from the juveniles. By the kind permission of Signor Cagli, three of the artists of the Italian Opera Company rendered able service during the afternoon. —Signora Rosa Genolini in an operatic, and Signor Cortesi in a comic selection, —while Signor Guarneri presided at the pianoforte. The entertainment was quite equal to previous efforts, and the amusement afforded was appreciated by the older portion of the audience as well as the younger. It was worth a dollar to see the children, entering as they did so thoroughly into the enjoyment of the fun provided for them.

THE CHINA SUGAR REFINERY.

[BY OUR SPECIAL.]

The manufacture of sugar from the sugar cane and other sources is, I read, one of the largest branches of human industry. It is of very high antiquity in China and India, but its great development is of comparatively recent date. The process is at once simple or, rather, easily followed and understood and is interesting to a degree. Sugar refining, largely carried on at home at London, Bristol and Greenock, is one of our chief industries here, and a brief account of a visit to the principal Refinery made the other day may not be without interest. The first stage of treatment to which the raw sugar is subjected at the Refinery takes us to the top storey of the block of buildings. Here the bags of raw sugar are cut, all leaves picked out from it, and the sand-like, sticky, sweet mess is emptied down spouts which lead to large tanks of hot water. There, we find on the lower floor. In these tanks the sugar is dissolved in as little hot water as possible. Certain ingredients are added and the heat gradually raised with a view to bringing to the surface as much of the vegetable and mechanical impurities floating in this solution as is possible. This done the hot liquor is allowed to run from the boiling pans on to a part of the floor partitioned off and full of holes about the size of a rupee, where it speedily disappears. These holes represent the entrance to the bag filters; which we find suspended in a kind of iron closets in the next floor going still down. These bag filters are made of a very closely woven cotton cloth, and look like huge lengths of fire-engine hose. The liquor filtered through this bag is freed from all mechanical impurities and comes out liquor of a port-wine colour, sweet but not inviting. The next filter is the more effective charcoal cistern. Of these there are 21 in the China Sugar Refinery, say 80 feet in height. There are completely filled with animal charcoal, that is charcoal made from bones, and the liquor percolates through this mass of matter to tanks in the lower floor, in which we find it quite colourless and pure. Close by in a separate building is the retort for the manufacture of charcoal from bones, quantities of which are lying about not greatly to the satisfaction of one's olfactory sensibilities. The charcoal which has been in the cisterns for a few days and absorbed all the impurities of the liquor slowly filtering through it during that time is repurified by retorts, of which there are some 20 in another part of the works, with large sheds for spreading and cooling the charcoal after it has been subjected to the re-burning. The Refinery has about 500 tons of charcoal in constant circulation; either in the cisterns or cooling or in the retorts regaining its purifying powers. The liquor as we have it now is a pure solution of sugar; that is, pure sugar and pure water. Now comes the most interesting part of the operation. The application of heat is the only way of getting rid of the water; such application under ordinary circumstances would turn the sugar

black again. The object then is to boil the liquid and get rid of the water with as little heat as possible. This is done in vacuum pans which require a word of description. The sort of pan in use in all European Sugar Refineries is that used here. Of copper, of a spherical form, six to nine feet in diameter. The bottom is double leaved, a space of an inch or two for the admission of steam between the two bottoms. To still further increase the amount of heating surface a long copper pipe or "worm" of three or four inches diameter, also filled with steam, is coiled inside 3 or 4 inches above the inner bottom. The whole apparatus is of course perfectly steam and air tight. Leading from the dome of this spherical construction, a large pipe leads to a condenser, and into this a rush of cold water is constantly passing, condensing all the steam or vapour arising from the liquor boiling in the vacuum pan. The water which is constantly rushing into the condenser is as steadily withdrawn by a pump on the other side, and a vacuum is by the same means maintained in the pan. In such a vacuum pan the liquor will boil of course at a much lower temperature than in an open pan or boiler. The first of the vacuum pans I saw emptied on the day I visited the works was boiling fiercely at as low as 140°. The sugar boiler with a suitable apparatus known as a "proof stick" withdraws from the boiling mass of liquid small samples of the fluid as it thickens, which, held up to the light his finger and thumb, enable him to distinguish those minute changes on which the success of the operation depends, and to fix the second when it has reached that stage of purification and crystallization belonging to the class of sugar (there are four distinct classes, manufactured, besides bastards) which it is desired to turn out from that boiling. The vacuum pan is only filled at first to one third or fourth of its capacity, and more liquor is added as the boiler directs and thinks right from his examination of these "proofs." The art of the boiler lies in this, —he has to so watch the gradual progress of the crystallization and admit more of the syrupy liquor at the proper time and to the proper quantity. The knowledge of these properties form his craft. The object is to make no know crop of crystals, but let those forming and formed grow. When the boiling is over the sugar is emptied from the vacuum pan; the air being let in and a hole in the bottom of the pan opened, into coolers which stand beneath. It is now a mixture of crystallized sugar and molasses or uncrystallized sugar. It is of the consistency of very thick gruel, as an account now before me, of the whole progress of sugar refining as carried on in Java, very aptly puts it; and the next operation is to get rid of the molasses. This is done by running the mixture into centrifugal machines, which, rotating at the rate of 800 revolutions a minute, throw the syrup out through the perforated copper of which the form is composed retaining the crystallized sugar in a semi-solid mass, which is shovelled to another loft to cool. The perforated copper of these centrifugals is a very fine piece of work, some 350 perforations to the square inch; imagine 350 separate and distinct holes through a penny postage stamp and you have an idea of it. After cooling in the loft for 24 hours or so, the sugar is sent down to the next floor through a disintegrator, which breaks up any solid or hard particles there may be, and then the sugar is ready for packing. This disintegrator is simply a series of iron bars whirling in a circle in opposite directions and through between these different crushing and teasing bars the sugar has to find its way to the next floor, getting pretty considerably disintegrated in the passage. The Refinery has two vacuum pans and ten centrifugal machines, and they are now loading machinery for other two pans and ten centrifugals. These vacuum pans hold 75 to 85 piculs according to the quality, and the output of each section of the centrifugal machine is 3 or 4 piculs according to quality. As to the sugar it has to be treated in a different way to the other inasmuch as it is placed in moulds and exposed for three or four days to 110 degrees of heat which hardens it and the leaves are then packed. Cube sugar is hardened in the same way, and Lyle's patent machinery is used here. The inventor is or was, if I mistake not, the proprietor of that head centre of sugar refining, Greenock. The sugar is hardened in wooden moulds, 20 in. long, eight bars on each, and then cut. There was, I have been told, a contemporaneous invention of this machine in Europe and America, (I forget), the former being by the gentleman named, and the latter by a German by birth.

To return to the vacuum and the centrifugal —which I confess had a strange interest for me, the process was so clean, rapid, neat, clever and regular, so complicated and yet so simple, —the molasses runs down a spout and finds its way to the subterranean molasses tank. In this state, the refuse of refined sugar, it is the treacle and after another boiling the golden syrup of our sunny youth. Water added to the poorest quality of it and bran, fermentation ensues, and then by distillation (the Sugar Refinery employs a Carr's complete distilling apparatus made by their own workmen here) we have the spirits of the manufacture of which a regular account is published in the *Gazette*. The spirit being distilled when I inspected the place was 6 over proof. We next visited the motive power of the whole works lying compactly together on the ground storey in an engine house by itself. There are six ordinary and 2 multiplier boilers, and some 500 tons of coal a month is consumed. Over 100 men are employed in the works altogether, besides the manager, (Mr H. Dickie, to whose courtesy I was indebted for the interesting day at the works) and a considerable European staff of engineers, European foremen, clerks and accountants. The company does none of its own packing, but lets it out by contract as occasion demands. The whole buildings in connection with this industry cover a large area of ground, and with those just completed for the new machinery make up a large portion of the brick and mortar of East Point. They have begun already fitting up the new machinery which, at that arrived the other day by the *Romulus*, will double the producing power of the Refinery, enabling it to reach a monthly output of 60,000 piculs or 3,750 tons, or say 125 tons a day. There will be 50 charcoal cisterns then instead of 20 as now; the doubling of the number of vacuum pans and centrifugals I have already mentioned. The whole of the additions will be completed by the end of the first quarter of next year. The Company will then have one of the finest going works in the East,

and a property of which they may well be proud. The admirable management of the firm, Messrs Jardine, Matheson & Co., in whose hands the business is placed, are ample security for the energy that will characterize its conduct and the business manner in which everything will be looked after. Personally, in conclusion, I would desire to acknowledge the kindness of Mr Hyndman (Mr Dickie's chief assistant) who, in the indisposition of the principal, took me over the works and explained the whole process in a remarkably clear and intelligent manner.

LEGISLATIVE COUNCIL.

Proceedings of a meeting of the Legislative Council held this afternoon, at which there were present: H. E. the Governor, J. Pope Hennessy; the Chief Justice, Sir John Smale; the Colonial Secretary, Sir W. H. Marsh; the Acting Attorney General, Hon. J. Russell; the Acting Treasurer, Hon. M. S. Tonnochy; Hon. P. Ryrie, and Hon. W. Keewick.

THE CHINESE PASSENGER SHIPS (AMENDED) ORDINANCE.

This bill passed the Committee without debate. The Governor said the Council would take the final reading and passing of this bill at its next sitting. He had no doubt if he asked it he would find the Council quite willing to suspend the standing orders and pass it now, but he would take the final stage of the bill at the next meeting for this reason. The subject of Chinese emigration was one of the most important that could engage the attention of this Council. An Imperial Act of Parliament had been passed with the purpose of dealing specifically with Hongkong, and it imposed, as he had before pointed out, very great power and very grave responsibilities on the Governors. He had had to take action several times under the Imperial law and under local ordinances, and his proceedings had never been questioned in this Council. Some of the acts he had done, however, had been discussed elsewhere, and he had received newspapers from Hongkong and elsewhere in which his acts were commented on. Other papers again, those published in London, had been good enough to support the policy he had pursued. He wished the Council to consider with regard to this important matter for the past two or three years. With regard to the first, a leading mercantile house, a leading American house, engaged in that migration or proposed to do so. Certain steps were taken in Hongkong by Messrs Olyphant and Co., and the *Peruvia* was engaged. Some of the parties concerned were under the impression that the license being that of the Governor in Council, if the majority of the Council were in favour of such a course, that license must necessarily issue. And before the usual forms were observed of petitioning for the license certain steps were taken by certain gentlemen connected with the house which led them to believe that a majority of his Council would not object to the *Peruvia* scheme. But his advice of Council, to follow that advice if the course advised recommended itself to his mind, and on consideration he could not agree with the advice so given him to refuse the license. The emigration to the Sandwich Islands he would have been glad enough to have seen carried out, but it was also contract immigration, and very positive instructions were given by Her Majesty's Government to his predecessors, which instructions controlled and bound him, that no contract immigration should be permitted from Hongkong unless to British Colonies. With regard to the *Peruvia* there was an additional consideration touching the treatment of the Chinese —who had gone there before, and looking to that and to the instruction from Her Majesty's Government, he felt bound to make applications, and he could not sanction such emigration unless he had specific instructions from Home to do so, but that the Sandwich Islands immigration he would be perfectly willing to sanction provided that H. B. M.'s Council there was prepared to state that there was no enforcement of service with regard to coolies from Hongkong. He quoted at the time Consul General Wodehouse's report, in which it was admitted that there was enforcement of service. He said they were not permitted to leave the deck of the vessel until they had signed an agreement for two or three years and had agreed to work by night instead of by day. That in his (the Governor's) opinion made the proposed emigration contract immigration, and he therefore was bound to refuse a license. He had not yet received any information whether the practice had been really repealed. He thought the enforcement of service in some shape or other still went on. Not long since there reached the hands of the authorities at Canton a Chinese letter in which were given the names of sixty Chinese who went in the *Cassandra*, by Whampoa he believed it was, to Honolulu, and who were forced to sign contracts on board the ship before they reached that port. The facts were true and proved correct. As he had already said he had up to the present moment received no information that the enforcement of service was done away with. There was another proposed immigration to which he had refused his license; it was that of skilled artisans for Sydney and for the Australian steamers. Some members of his Executive appeared to think favourably of it; they had a good deal of discussion about it, but ultimately he adhered to the opinion he had originally formed on reading the papers, —that he should not relax —which was what they asked —in any way the rules of emigration at this port with the object of facilitating the scheme Messrs Stevens had in view. It was pointed out that it would benefit very materially those who were taken, but he had to do with the other consideration how far it was desirable for the Governor of this Colony to do anything the way of relaxing these rules, purposely to allow of the introduction of Chinese artisans to the Australian colonies at the very time when the Governments of these colonies, every one of them, were more or less embarrassed by this question. He refused the license, six months afterwards some trouble did occur with that very steam company. Some Chinese workmen they had obtained in some other way, and their arrival created a disturbance and caused the Government some trouble. There was another form of emigration, if it could be so called, to Sydney,

Queensland, &c., against which he had set his face the moment he saw its possibility. He found that with regard to conditions of passengers the practice was to ask them where they wished to go, and if they named any of these places, Sydney or Brisbane and a steamer or ship was about going there, they were taken on board and every effort was made to see that they did go. One Inspector had taken as many as 30 or 40, or some considerable number, he was not sure of the number, on board one ship.

THE CHIEF JUSTICE: When was that?

The Governor: That practice existed up till 24 years ago, when I put a stop to it. His Excellency read a report from Captain Deane bearing out the statement above made. It added that if those about to be deported desired to go to any port with which native junks traded, they were sent off in the same way. If they said they wanted to go to Kowloon City, they were escorted to the village boundary and there released. —The Committee which reported on Police and Crime touched on the point and condemned the practice of encouraging the emigration of provisionally pardoned criminals to Australia. He had acted very strictly in the matter since it was first brought to his notice, and not a single case of a provisionally pardoned prisoner being deported to Australia had occurred since his arrival in the Colony.

Hon. Mr Ryrie asked whether Messrs Stevens did not carry down a lot of artisans within the regulations.

His Excellency believed the Hon. member was right. There were some taken down.

The Chief Justice: Do I understand your Excellency to say that Messrs Olyphant or those representing them had communication with members of the Executive Council before the application was before the Government?

His Excellency: Yes. They held interviews.

The Chief Justice said it was so entirely and utterly contrary to his idea of what was right and constitutional that he had felt bound to ask the question. No member of the Council before or after any proceeding in Council ought to have any communication of any kind whatsoever with any person, in any way, with reference to such proceeding. As he understood the constitution of the Council the members were the personal advisers of the Crown; and that idea every member ought to possess to the same extent as if he were the Governor, and every secret was to be locked in the heart of every member. That was his idea as to the position, and he was therefore astonished to hear that Messrs Olyphant and Co., had endeavoured to test the view of the Council by any such irregular interviews; if by such interviews they were misled it served them quite right.

THE GOVERNOR: Hear hear.

The Chief Justice said that in this Colony (it was not the first time he had said so) that men should keep from gossiping was the word he used last —about public matters as much as possible. It was bad enough in a large country as they knew, but in such a Colony as this it was simply ruinous to all proper conduct of public business. He was not aware of all the circumstances of this general question with which His Excellency had dealt, but he was thankful that he went ever beyond the strict necessity of the case in carrying out these emigration laws, because, as they knew, this Colony was once disgraced in the eyes of the world by the way in which coolie immigration was carried on. And strictness was called for now. They must cut the cancer to the core or it would never be cured.

The Acting Attorney General, as an *ex-officio* member of the Executive Council, desired to say that he did not have the honor of being member of the Council at the time the negotiations His Excellency referred to occurred.

THE MERCHANT SHIPPING CONSOLIDATED ORDINANCE 1880.

The Acting Attorney General resumed his remarks on this Bill. A clause was inserted settling the point as to the status of ships of war under the Ordinance. The Surveyor was to receive no fees; it was most proper, he thought, that such an official should have nothing whatever to do with money. The collector would receive the fees, and all would be paid into the Colonial Treasury.

The Chief Justice: Does not the Harbour-master at present receive a great many fees?

The Acting Attorney General: None. There is a fee of \$1 on each discharge of a seaman, and it is doubtful under the ordinance what should be done with it; but it had been regularly paid in to the Colonial Treasury. The importance of this ordinance was shown, he thought, to some extent by the repealing clause. The list of laws totally repealed in the present Bill included twenty ordinances. With regard to Swatow passengers, there was, in response to certain representations Kwok Aohong and others, a clause inserted allowing passengers to be carried thence from and to this port all the year round, Messrs Douglas, Laprak and Company, Kwok Aohong and various Captains who had been consulted stating that they never went to sea unless the weather was quite safe; the run was only one of 18 hours. The Select Committee had told the Captains who were before them that the Bill did not affect them. He could not imagine why they should have been told so. The Bill was brought in simply to affect them. The *Yuen* affair brought the matter very prominently forward and showed it was possible under the old system. A steamer's boilers might be bad, the engineer might be incompetent or careless, but there was no regulation and no inspection. There was a strict clause providing that every steam launch in the harbour should have a certificated engineer.

Hon. P. Ryrie seconded the motion for the second reading of this Bill. It had been before the Council now as they were all aware for a very long time, but the delay was unavoidable. He thought it would not be out of place to express how much the Colony was indebted to two gentlemen now at this table. They were indebted to the Clerk of the Council for his notes. They were the only basis on which any knowledge could be obtained of the work of the Select Committee on the Bill in its original form, and they were the platform of the Bill now before the Council. The greatest credit was due to his hon. friend the Acting Attorney General, whose painstaking labour and legal skill were amply proved by the way in which he had discharged what was neither an enviable nor a light task, taking over and dealing with a Bill left by a previous incumbent of the office. The Bill

before them was a testimony of how he had completed the task. The Bill was a necessity for the Colony. Possibly, perhaps, some of the clauses from the many and important interests involved, but he did not believe they would decrease its usefulness.

Hon. Mr Keewick hardly felt disposed to allow the second reading of this Bill to pass without expressing to the fullest extent what had been said by his hon. friend on the opposite side (Hon. Mr Ryrie). He had been from first to last a long time in the Council now, and he was not aware that he had ever seen a measure introduced of more importance or more calculated to put on a right footing and a permanent foundation the shipping interests not of this port alone but of the Coast of China North and South. They were also indebted to His Excellency for the promptitude and success with which he represented what was felt to be most important matter by the Commercial Community, that of dealing with foreign as well as British vessels. His Excellency's efforts in that matter would be and should be greatly appreciated. This ordinance would be a monument to the industry of the Acting Attorney General, who in the midst of much work, accumulated work, had had time, stunting himself no doubt in other ways, to prepare in the ablest manner this comprehensive and difficult ordinance. He had great pleasure in endorsing the encomiums passed by the Hon. Mr Ryrie.

The Chief Justice said that as a horse-roy man knew the points of a horse when he had glanced at her for a moment, so he as a lawyer knew the points of an Act although he had not studied it in detail. And although he confessed that he had not gone into the Bill in detail he would say that in its construction it did display an amount of arrangement, an amount of putting together of cementing, of consolidation and codification which entitled the frame to the highest credit. And he thought it was only right, when one, who had had a good deal to do in putting together incoherent documents, a department of work in which many years of his life had been spent, thinking so should say when it comes within the sphere of his observations. He knew of nothing more valuable to the merchant, the lawyer or the judge than the consolidation of such a large mass of material all affecting the interests of the mercantile class. When these materials were scattered throughout different books and ordinances in the way they had the shipping interests treated with for instance in our Book of Ordinances as it stands at the present moment, they simply tended to confuse judges and brought on the Administration of Justice a great amount of discredit. He knew, and His Excellency knew from his experience in another place, how difficult men of the largest power of mind that England can produce found it to deal with this matter of consolidation. The Bankruptcy Laws were still as bad as when he first saw them in the reign of George IV, although from that time every Lord Chancellor had entered on his office with a desire to show his superiority to his superiors by codifying the Bankruptcy Laws. As he had said, he did not intend to go into the details of the measure now, but from what he already knew of the Bill he was satisfied that the public of Hongkong and everybody who sends ships to this Colony should be grateful for the completion of this code soon to become law. It reflected the greatest credit on the gentlemen who had taken part in its preparation. Mr Wodehouse had contributed largely to the work involved, and the Attorney General had presented the whole measure in a most readable shape and, he believed, in a complete and workable form.

The Governor proposed going into Committee on the bill. The bill had really passed the House in Committee, the Select Committee having gone through it.

Hon. Mr Ryrie pointed out that the bill was in a new shape; there were alterations since the Select Committee sat on it. Had it not better be published before they went into Committee on it?

The Attorney General said the Bill was precisely in this position. It had been before a Select Committee, from which, however, there was no report.

It was agreed then that the Bill should be taken up only at next meeting, probably in the fortnight or so.

His Excellency said it was not to the Governor that any gratitude was due in connection with the matter to which the Hon. Mr Keewick had referred but to Sir Michael Hicks Beach and H. M.'s Government. He believed the principle established on that point would be most valuable precedent for legislative bodies elsewhere. The Acting Attorney General's professional skill had been very properly commended, and the industry of the Clerk of Council, and there was credit due to the unofficial members, not less than to a learned gentleman, now absent from the Colony, but whose skill and knowledge was of great value; he need hardly say he referred to the late Acting Chief Justice, Justice Snowden, who took an active part in the Bill at a former stage of its progress.

The Acting Attorney General said it would be very improper in him to accept all the remarks that had been made as his due. They showed rather the good feeling towards him of the Chief Justice and the other hon. members who had spoken than any meritorious work on his part. The chief work as he had before explained was done by other hands. He had tried to give practical effect to the views of various minds he had found ready to his hand, but he did not think he was fairly entitled to much credit.

Council adjourned sine die.

Shipping Intelligence.

The following is corrected from the latest London and Colonial Paper, &c.:

VESSELS TO ARRIVE.

AT HONGKONG.

Left.	Name.	From.
May.		
5, Alexander,		Penarth
31, Newcastle,		Antwerp
June.		
27, Pym,		Antwerp
July.		
3, Undine,		Cardiff
5, Glenora,		Antwerp
10, Auroria,		Hamburg
19, Comus,		Glasgow
20, Belsted Will,		London
24, Primros,		Penarth
24, Primus,		Penarth
26, York Town,		Penarth
28, John Nicholson,		Cardiff
Aug.		
9, Eliza Rickman,		Penarth
12, Papa,		Penarth

POSTAL RATES.

joined we give the postal rates now in force for transmission of correspondence to all parts of the world, and the rules affecting the transmission of packets, parcels, &c., will be found annexed, together with a number of miscellaneous and useful notices.]

Hongkong Rates of Postage.

(Revised April 4th, 1879.)

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted in the folds. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. Any of them in a Book Packet expose it to the higher charges stated below.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 4 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 5 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

N. means No Registration.

Countries of the Postal Union.

The Union may be taken to comprise Europe, most foreign possessions in Asia, Africa, W. Africa, Egypt, Mauritius, all America, Mexico, Salvador, Chili, Brazil, Peru, The Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermuda, Labuan, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are the Australasian Group.

Postage to Union Countries.

General Rates, by any route:—
Letters, 8 cents per ½ oz.
Post Cards, 8 cents each.
Registration, 8 cents.
Newspapers, 2 cents each.
Books and Patterns, 2 cents per 2 oz.
Commercial Papers, 6 cents per 4 oz.

Exceptional rates, to the United Kingdom and Union Countries served through the United Kingdom via Brindisi only:—

Letters, 12 cents per ½ oz.
Post Cards, 5 cents each.
Registration, 8 cents.
Newspapers, 4 cents each.
Books and Patterns, 4 cents per 2 oz.
Commercial Papers, 8 cents per 4 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

Aspinwall (N.A.), Bahamas, Guatemala (N.A.), Hayti (N.A.), New Granada (N.A.), Panama (N.A.), and Venezuela (N.A.):—

Letters, 12 30 34
Registration, None 8 6
Newspapers, 4 4 6
Books & Patterns, 6 6 8

Bolivia, Costa Rica (N.A.), Ecuador (N.A.), Nicaragua (N.A.):—

Letters, 20 30 34
Registration, 4 4 6
Newspapers, 4 4 6
Books & Patterns, 12 6 8

Arabic Kingdom:—

Letters, 12 12 16
Registration, None None None
Newspapers, 4* 4 6
Books & Patterns, 6* 6 8

V. Indies (except as above), Paraguay, Guay:—

Letters, — 30 34
Registration, — 4 6
Newspapers, — 4 6
Books & Patterns, — 6 8

British and Union (West Indies only):—

Letters, — 8 8
Registration, — 4 6
Newspapers, — 4 6
Books & Patterns, — 6 8

Australia, New Zealand, Tasmania, Fiji, Natal, Cape, St. Helena, Ascension.

Letters, by Contract Packet: 24; by Private Ship 12; Registration, 8; Newspapers, 2; Books and Patterns, 4.

* A small extra charge is made on delivery.

LOCAL AND TOWN POSTAGE.

Within any Town or Settlement, or between Hongkong, Canton, and Macao, in either direction:—

Letters, 2 8 2 2
Registration, — — — —
Newspapers, — — — —
Books & Patterns, — — — —

Between any other two of the following places (through British Office) viz.:—Hongkong, Macao, Ports of China and Japan, Bangkok, Coochin, China, Tonquin, and the Philippines, by Private Ship:—

Letters, 4 8 2 2
Registration, — — — —
Newspapers, — — — —
Books & Patterns, — — — —

Between the above by Contract Mail:—

Letters, 8 8 2 2
Registration, — — — —
Newspapers, — — — —
Books & Patterns, — — — —

Any publication fulfilling the conditions hereafter named can pass as a newspaper.

The conditions are as follows:—

1st. The publication must consist wholly in great part of political or other news, or articles relating thereto, or to other current topics, with or without advertisements.

2nd. It must be published in numbers at intervals of not more than 31 days, and must be printed on a sheet or sheets un-

folded. The full title and date of publication must be printed at the top of the first page, and the whole or part of the title and date of publication at the top of every subsequent page; and this regulation applies to Tables of Contents and Indices.

4th. A supplement must consist wholly or in great part of matter like that of a newspaper, or of advertisements, printed on a sheet or sheets, or a piece or pieces of paper, unstitched; or wholly or in part of engravings, prints, or lithographs illustrative of articles in the newspaper. The supplement must in every case be published with the newspaper, and must have the title and date of publication of the newspaper printed at the top of every page; or, if it consists of engravings, prints, or lithographs, at the top of every sheet or add.

A packet containing two or more newspapers is not chargeable with a higher rate of postage than would be chargeable on a book packet of the same weight.

The postage must be prepaid either by an adhesive stamp, or by the use of a stamped wrapper.

Every newspaper must be posted either without a cover (in which case it must not be fastened, whether by means of gum, wafer, sealing wax, postage stamp, or otherwise) or in a cover entirely open at both ends, so as to admit of easy removal for examination. If this rule be infringed the newspaper is treated as a letter.

Every newspaper must be so folded, as to admit of the title being readily inspected.

A newspaper or packet of newspapers which contains any enclosure except supplements is charged as a letter, unless the enclosure be such as might be sent at the book rate of postage, and the entire packet be sufficiently prepaid as a book packet, in which case it is allowed to pass.

A newspaper which has any letter, or any communication of the nature of a letter, written in it or upon its cover, is charged as an unpaid or insufficiently paid letter.

No packet of newspapers may be above 5 lbs. in weight, nor above two feet in length, one foot in width, nor one in depth.

A book packet may contain any number of separate books or other publications (including printed or lithographed letters), photographs (when not on glass or in cases containing glass or any like substance), drawings, prints, or maps, and any quantity of paper, or any other substance in ordinary use for writing or printing upon; and the books or other publications, prints, maps, &c., may be either printed, written, engraved, lithographed, or plain, or any mixture of these. Further, all legitimate binding, mounting, or covering of a book, &c., or of a portion thereof, is allowed, whether such binding, &c. be loose or attached; as also rollers in the case of prints or maps, markers (whether of paper or otherwise) in the case of books, pens or pencils in the case of pocket-books, &c., and, in short, whatever is necessary for the safe transmission of such articles, or usually appertains thereto; but the binding, rollers, &c. must not be sent as a separate packet.

Circulars, i.e., letters which are intended for transmission in identical terms to several persons, and the whole or the greater part of which is printed, engraved, or lithographed, may also be sent by book post.

But a book packet may not contain any letter, or communication of the nature of a letter (whether separate or otherwise), unless it be a circular-letter or be wholly printed; nor any enclosure sealed or in any way closed against inspection. If this rule be infringed, the entire packet is charged as a letter.

A book packet may be posted either without a cover (in which case it must not be fastened, whether by means of gum, wafer, sealing wax, postage stamp, or otherwise) or in a cover entirely open at both ends, so as to admit of the contents being easily withdrawn for examination; otherwise it is treated as a letter. For the greater security of the contents, however, it may be tied at the ends with string; Postmasters being authorised to cut the string in such cases, although if they do so they must again tie up the packet.

No book packet may be above 5 lbs. in weight, nor above 24 inches in length, 12 inches in width, or 12 inches in depth, unless it be sent to or from one of the Government offices.

When, owing to a great and unusual influx of letters, books, &c., the transmission or delivery of the letters would be delayed if the whole mail were dealt with without distinction, book-packets may be kept back till the next despatch or delivery.

PATTERNS.

They must not be of intrinsic value. This rule excludes all articles of a saleable nature, and indeed whatever may have a value of its own, apart from its use as a pattern; and the quantity of any material sent ostensibly as a pattern must not be so great that it can fairly be considered as having on this ground an intrinsic value.

Pattern and Sample Post to colonies and foreign countries is restricted to *bond fide* trade patterns or samples of merchandise. Goods sent for sale, or in execution of an order (however small the quantity may be), or any articles sent by one private individual to another, which are not actual patterns or samples, are not admissible.

Patterns or samples, when practicable, must be sent in covers open at the ends, and in such a manner as to be easy of examination. Samples of seeds, drugs, and such like articles, which cannot be sent in covers of this kind, but such articles only, may be posted enclosed in boxes, or bags of linen or other material, fastened in such a manner that they may be readily opened; or, in the case of seeds &c., in bags entirely closed, provided such closed bags are transparent, so as to enable the Officers of the Post Office readily to satisfy themselves as to the nature of the contents.

There must be no writing or printing upon or in any packet except the address of the person for whom it is intended, the address of the sender, a trade mark or number, and the price of the articles.

The rule which forbids the transmission through the Post of any article likely to injure the contents of the Mail Bags or Boxes, or the person of any Officer of the Post Office is, of course, applicable to the Pattern Post; and a packet containing anything of the kind will be stopped, and not sent to its destination. Articles such as the following have been occasionally posted as Patterns, and have been detained:—unfit for the Post, viz.: Metal boxes, porcelain and China, fruit, vegetables, bunches

of flowers, cuttings of plants, spurs, knives, scissors, needles, pins, pieces of machinery, sharp pointed instruments, samples of metals, samples of ore, samples in glass bottles, pieces of glass, acids of various kinds, curry combs, copper and steel engraving plates, and confectionery of all kinds.

Such articles as scissors, knives, razors, forks, steel pens, nails, keys, watch machinery, metal tubing, pieces of metal or ore, provided that they be packed and guarded in so secure a manner as to afford complete protection to the contents of the mail bags and to the Officers of the Post Office, while at the same time they may be easily examined, may be sent as samples. Indigo cannot be sent to any place.

To provide the greatest possible facilities for posting Correspondence for Europe, &c., up to the latest moment before the departure of the French Packets, arrangements have been made for receiving at the Post Office late letters—except those to and through Australia—from 11.10 A.M. to 11.30 A.M. Each letter must bear a late fee of 18 cents extra postage.

A similar supplementary Mail is made up for Shanghai by the English and French Contract Steamers, the late letters being received from 10 minutes after, up to half an hour after the time of closing. The late fee is also 18 cents.

Miscellaneous Notices.

Local Delivery.

1. All correspondence posted before 5 p.m. on any week day for addresses in Victoria will be delivered the same day, and generally within two hours, unless the delivery should be retarded by the Contract Mails.

2. Invitations, &c., can generally be delivered within Victoria at the private houses of the addressees rather than at places of business, if a wish to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business. (See Postal Guide, par. 103.)

3. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., of all the same weight, to addresses in Hongkong, Bangkok, or the Ports of China and Japan, may deliver them to the Post Office unstamped, the postage being then charged to the sender's account. Each batch must consist of at least ten.

4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed if the nature of the contents be first exhibited, or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

Local Parcel Post.

1. Small Parcels may be sent by Post between any of the British Post Offices in China or Japan, as well as to Macao, Peking, Singapore, Penang, and Malacca. They must not exceed the following dimensions, 2 feet long, 1 foot broad, 1 foot deep, nor weigh more than 5 lbs. The postage will be 20 cents per lb., which will include Registration. The parcels may be wholly closed if they bear this special endorsement, PARCEL, CONTAINING NO LETTER, but any parcel may be opened by direction of the Postmaster General.

2. The following cannot be transmitted: Parcels insufficiently packed or protected, or liable to be crushed (as bandboxes, &c.); Glass, Liquids, Explosive substances, Matches, Indigo, Dyestuffs, Ice, Meat, Fish, Game, Fruit, Vegetables, or whatever is dangerous to the Mails, or likely to become offensive or injurious in transit.

3. Parcels will as a general rule be forwarded by Private Ship, not by Contract Mail Packet. The Post Office reserves the right of selecting the opportunity for transmission, and of delaying delivery in case the number of parcels is such as to retard other correspondence. No responsibility is accepted with regard to any parcel, but the system of Registration will secure the sender against any but a very remote probability of loss.

4. The public are cautioned not to confound these facilities with a Parcel Post to Europe, &c., which does not exist.

Mails exchanged with Manila and Saigon.

The Philippine Islands being now admitted into the General Postal Union, it follows that all paid correspondence received from Manila in the mails will be delivered free by this Office, and that all paid correspondence sent to Manila in the mails should be delivered free there.

Article IX of the Postal Treaty of Berne provides that "Neither the senders nor the addressees of letters and other postal packets shall be called upon to pay, either in the Country of Origin, or in that of Destination, any tax or duty other than the recognised rates levied (in the case of paid correspondence) by the despatching Office. It is hoped that any extra charge, or apparently extra charge, will at once be brought to the notice of the proper authorities, in either Colony.

The above does not apply in any to loose letters sent outside the mails. These will always be charged on arrival in Hongkong and probably the Manila Office will adopt the same course.

Complaints are sometimes received of extra charges on correspondence exchanged between this Colony and Saigon, but it is believed it would be found in all cases that the letters, &c., had been sent loose.

Any Foreign stamps on loose correspondence are obliterated in this Office.

Indian Correspondence.

Unpaid Letters are not received for the Indian Mail Packets.

The pre-payment of correspondence for the Straits, India, Ceylon, and Aden is compulsory by whatever opportunity it is forwarded.

Registration to Bangkok.

Her Britannic Majesty's Consul General for Siam has been good enough to make arrangements by means of which correspondence can be Registered to Bangkok, at the usual charge of 8 cents.

Soldiers' and Sailors' Letters.

Privates in H. M. Army or Navy, Non-commissioned Officers, Army Schoolmasters (not superintending or First Class) or Schoolmistresses may send half-ounce letters to the United Kingdom via Southampton

by British Packet, for one penny; or via Brindisi by British Packet for three pence. Hongkong stamps will prepay this class of correspondence exactly the same as Imperial Stamps.

Soldiers' and Sailors' letters are, however, charged as ordinary letters if they do not conform to the following regulations:—

1. Not to exceed half an ounce. No double letters are allowed.

2. If from a Soldier or Sailor, his class or description must be stated in full on the letter, and the commanding Officer must sign his name, with name of Regiment or Ship, &c., in full.

3. If to a Soldier or Sailor, his class or description must be stated in full, with name of Regiment, or Ship, &c., in full.

Mails for the United Kingdom, &c. by French Packet.

Under instructions from the London Post Office, the Mails for the United Kingdom which have hitherto been forwarded via Marseilles, will henceforth be forwarded via Naples, as it is understood that a gain of twelve hours results from the adoption of this route.

As it would be extremely inconvenient to divide the mail, and no practical advantage would result from doing so, all correspondence intended for the United Kingdom, by French Packet will be sent via Naples, even though marked via Marseilles.

An impression appears to prevail that correspondence for the Mediterranean stations, Gibraltar, Malta, Cyprus, the Levant, Turkey, &c., can be forwarded only by British Packet. It can be forwarded also by French Packet, and if so forwarded generally arrives a week earlier than if it had been detained for the British Mail.

The Post Office is not, by law, responsible for any loss or inconvenience which may arise from the non-delivery, mis-delivery, or mis-direction of any letter, book, or other postal packet (even if the packet be registered), nor is the Post Office responsible for any injury which a packet may sustain during its transmission.

To guard against such injury all postal packets which are likely to suffer from stamping or from great pressure should be placed in strong covers; and even with this precaution no fragile article should be sent through the Post. It should be remembered that every packet has to be handled several times; that it is exposed to considerable pressure and friction in the mail bag; and that, whenever the bag has in the course of its transmission to be transferred by means of the railway apparatus, the risk of injury is much increased.

No information can be given respecting letters which pass through a Post Office except to the persons to whom they are addressed; and in no other way is official information of a private character allowed to be made public. A Postmaster may, however, give an address if he has no reason to believe that the person whose address it is would disapprove of his doing so.

Postmasters are not allowed to return any letter or other packet to the writer or sender, or to any one else, or to delay forwarding it to its destination according to the address, even though a request to such effect be written thereon.

Postmasters are not bound to give change, nor are they authorised to demand change; and when money is paid at a Post Office, whether as change or otherwise, no question as to its right amount, goodness, or weight can be entertained after it has been removed from the counter.

Postmasters are not bound to weigh any letters or other packets for the public, but they may do so if their duty be not thereby impeded.

The practice of sealing letters passing to and from the East and West Indies, and other countries with hot climates, with wax (except such as is specially prepared), is attended with much inconvenience, and frequently with serious injury, not only to the letters so sealed but to the other letters in the mail, from the melting of the wax and adhesion of the letters to each other. The public are therefore recommended, in all such cases, to use either wafers or gum, and to advise their correspondents in the countries referred to, to do the same.

The registration of a packet makes its transmission much more secure, inasmuch as, under ordinary circumstances, a registered packet can be traced through its whole course; and thus the loss of a registered packet is a very rare occurrence. Nevertheless large sums of money or other articles of great value should not be sent through the post, even if the packet be registered; and the machinery of the Department is not arranged with a view to such transmission. By law, the Post Office is not responsible for the safe delivery of registered packets; though any officer who may neglect his duty on this point will be called to strict account. Sent in unregistered letters, valuable articles are exposed to risk, and offer a temptation which ought not to be created; and the Department cannot in any way undertake the safe conveyance of such packets. All inland or colonial letters, therefore, which contain coin, and all inland letters which contain watches or jewellery, even though they be posted without registration, are treated as registered, and charged on delivery with a double rate of postage in addition to the ordinary postage; and any such letters which cannot be registered in time to be forwarded by the Mail for which they are posted are detained for the next despatch. Even if the letter do not contain any article of intrinsic value, it should, if it be very important, be registered.

Most countries to which Hongkong forwards Correspondence having joined the General Postal Union or being probably about to do so, it is necessary that the following rules be strictly observed:—

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—

Books and Papers—to British Office, 5 lbs.; to the Continent, &c., 4 lbs. Patterns—to British Office 5 lbs. if without intrinsic value; to the Continent, &c., 3 oz.

Parcels.—The public is reminded that, there is no such thing as Parcel Post to Europe, &c. Much trouble and disappointment is caused by persistent attempts to send small valuable trifles through the Post. Fans, Curios, Articles of Dress Fancy Work, and similar presents are continually being refused, the senders having often spent more in Postage than would have paid the freight by a carrier. No refund can be made on such parcels of the value of Stamps obliterated before the nature of the contents was discovered.

PATTERNS.—Some difficulty is experienced in obtaining a general understanding of what is a Pattern. It is a *bond fide* sample of goods which the sender has for sale, or of goods which he wishes to order. It is to consist of the smallest possible quantity compatible with showing what the goods are, and must have no intrinsic value.

To provide means of remitting small sums of money to or from this Colony and between the Ports of China and Japan, the Postmasters and Agents of this Office will in future be allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

Between Hongkong and Shanghai, or Hongkong and Yokohama, however, in either direction, Money-Orders must be used.

The Stamps tendered for sale must not exceed \$50 in value, must be perfectly clean, in good condition, and in strips of at least two, as no separate Stamps will be purchased. They must be presented personally or accompanied by a note.

The Postmaster or Agent may postpone purchasing if his public funds in hand are not sufficient, and he will refuse to purchase in any case which appears doubtful or suspicious. He is allowed to charge a Commission of one per cent on all Stamps purchased.

Indemnity for the Loss of a Registered Letter.

The following Regulations as to the Indemnity to be paid in certain cases on the loss of registered correspondence have been made by His Excellency the Governor under Ordinance 10 of 1876, Section XII.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but henceforth it will be prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration require.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handsomely bound books, &c., which reach their destination, although in a broken or deteriorated condition.

Money Order Regulations.

1.—Money Orders on the United Kingdom and the Straits Settlements are issued at Hongkong, Shanghai and Yokohama. Shanghai and Yokohama also issue on Hongkong and vice versa.

2.—Small sums may be remitted between the other Ports by means of Postage Stamps.

3.—Many Money Orders are supplied to residents at the smaller Ports in this way. An application for an order* is filed up and is enclosed with the full amount (including commission) in cheque, postage stamps, or other equivalent of cash, and a little margin should be left for variations of exchange. The Postmaster issues the order, sends it on in the envelope, and returns the change, if any, by first opportunity, with a receipt for the letter, if it were to be registered, as it always should be. Care should be taken to send these applications in time, as the Money Order Offices close some hours before the departure of the mails.

4.—No order must exceed £10, or include any fraction of a penny. Orders will be drawn at the current rate of the day and paid at the rate of the day when the advice arrived.

The commission is as follows:—

Orders on the United Kingdom.
Up to £2.....18 cents.
" £5.....36 "
" £7.....54 "
" £10.....72 "

Local Money Orders (including Straits Settlements):

Up to \$25.....15 cents.
" 50.....30 "

5.—Lists of Money Order Offices in the United Kingdom may be consulted at Hongkong, Shanghai, and Yokohama.

6.—Names must be given in full (except when there is more than one Christian name) but the name of the Payee need not be given if the order be crossed (as cheques are crossed). It can then be paid only through a Bank, and may afterwards be specially crossed to any Bank.

7.—No order can be paid till the Payee have signed it in the proper place. An order can be transferred to another office on payment of an additional commission. In case of loss of an order, necessity for stopping payment, or the like, application should be made to the nearest Money Order Office for instructions.

8.—If the order be not presented within six months an additional commission will be charged; if not within twelve months, the money will be forfeited. When the order is once paid no further claim can be entertained.

9.—No order can be paid until the advice relative to it has been received.

* Made out on a printed form which is supplied gratis.

† Local Orders on Shanghai are drawn at 2 per cent premium in all cases. A fixed dollar rate for drawing on the United Kingdom is in force at Shanghai.

POST OFFICE NOTICE.

Unclaimed Correspondence,
November 21, 1879.

Let. Pap. Let. Pap.

Allen, E. L. B. 1 Machie, T. 1
Atank, Myran 1 regd. Marmont, B. 2
Ayoun 1 regd. Marshall, Mrs. 1

Azavedo, Joao 1 Robert 1
B. de 1 Maurer, Mr. 1
Baring, A. 1 regd. McDuer, Mrs. 1
Barker, G. 1 Morganroth, G. A. 2
Batista, Sigr. 1 Moke, W. H. 1

Bernard, Emil 8 Moran, B. 1
Biff, Sigr. F. 2 Moreno, C. 1
Bourbon, Capt. 1 Murphy, P. 4
Brathwaite, Capt. 1 card More, Matthew 18
Bratsberg, Oluf C. 3 Nicholson 1

Brown, Capt. 1 Alex. (seaman) 1
A. B. 1 Nicolas, Sor Diego 2
Cararo, Sigr. E. 1 card Nielsen, F. C. 1
Carlson, C. 1 O'Brien, Timothy 1

Caston, James 1 Page, John Ed. 1
Ching (Seaman) 1 Percy, Wm. Jas. 1
Colby, Mrs. 1 Petusi, C. N. 1
Cretier, Moner. 1 Poyed, Mortel 1
Cristoforo, G. do 1 Quon-Yee-Gee 1 regd.
Crofton, Mrs. G. 1 Quong Wong 1 regd.
Crofton, Geo. 1 Quon 1

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Harbour or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to the Novelty Iron Works.
 3. From Novelty Iron Works to the Harbour Master's Office.
 4. From Harbour Master's to the P. and O. Co.'s Office.

- Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
 7. From Naval Yard to the Pier.
 8. From Pier to East Point.

Vessel's Name.	Anchor.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Adria	2	Seaton	Brit.	str.	780	Nov. 11	P. & O. S. N. Co.	Bombay
Albany	5	F. Ashton	Brit.	str.	366	Nov. 21	Douglas Lapraik & Co.	Tamsui, &c.
Atlanta	2	Petersen	Ger.	str.	782	Nov. 19	Siemssen & Co.	London & Hamburg
Bombay	4	Johnson	Brit.	str.	749	Feb. 12	Kwok Acheong	Bangkok
Charlton	2	Johnson	Brit.	str.	786	Nov. 19	Pack Mee Hop	Yokohama
China	5	Alderton	Brit.	str.	1036	Nov. 19	P. & O. S. N. Co.	Nagasaki
Craiglands	5	Smith	Brit.	str.	709	Nov. 16	Russell & Co.	Bangkok
Danube	2	Clanchy	Brit.	str.	561	Nov. 18	Yuen Fat Hong	Manila
Diamante	5	Thebaud	Brit.	str.	514	Nov. 22	Russell & Co.	New York
Electra	1	Böhme	Ger.	str.	1169	Nov. 20	Siemssen & Co.	Tug Plying
Fame	4	Stopani	Brit.	str.	117	Nov. 21	H. K. & W'pos Dock Co.	To-morrow
Fuyew	4	Crowd	Chl.	str.	920	Nov. 21	G. M. S. N. Co.	Shanghai
Hae-shin	4	Gibson	Chl.	str.	764	Nov. 22	G. M. S. N. Co.	Hobow
Hakon Adelsten	8	Bergh	Norw.	str.	908	Nov. 16	Siemssen & Co.	Uleilo
Kashgar	5	Baker	Brit.	str.	1815	Nov. 18	P. & O. S. N. Co.	Europe, &c.
Merionethshire	5	Rickard	Brit.	str.	1245	Nov. 21	Adamson, Bell & Co.	Yokohama & Hiogo
Namoa	5	Westoby	Brit.	str.	862	Nov. 19	Douglas Lapraik & Co.	Coast Ports
Norna	5	Love	Brit.	str.	606	May 31	Kwok Acheong	Swatow
Olaf	3	Andersen	Dan.	str.	976	Nov. 14	Siemssen & Co.	Saigon
Patrolous	5	White	Brit.	str.	1660	Nov. 20	Butterfield & Swire	Amoy & Shanghai
Radnorshire	5	Davies	Brit.	str.	1201	Nov. 19	Adamson, Bell & Co.	London, &c.
Romulus	4	Watt	Brit.	str.	486	Nov. 18	Jardine, Matheson & Co.	Shanghai
Sea Gull	8	Haydon	Amer.	str.	48	Mar. 24	China Traders' Insurance Co.	Swatow
Yotung	2	McDougall	Brit.	str.	386	Nov. 21	Kwok Acheong	Swatow
Sailing Vessels								
Alida	4	Biet	Ger.	bg.	850	Oct. 22	Vogel & Co.	Hamburg
Anna Sieben	4	Paulsen	Ger.	bq.	603	Nov. 21	Jardine, Matheson & Co.	London
August	4	Ris	Ger.	bg.	296	Nov. 11	Edvard Schellhass & Co.	Portland
Belle of Oregon	4	Merriman	Amer.	bq.	1168	Oct. 6	Edvard Schellhass & Co.	Hamburg
Bonita	4	Stehr	Ger.	sm. sq.	341	Oct. 29	Edvard Schellhass & Co.	Hobow
Brennero	3	Buggolino	Ital.	bq.	766	Nov. 21	Edvard Schellhass & Co.	London
Chocola	4	Kennett	Brit.	bq.	284	July 21	Edvard Schellhass & Co.	London
Cuba	7	Stabell	Brit.	bq.	320	Nov. 15	Edvard Schellhass & Co.	London
Davina	2	Scott	Brit.	bq.	425	Nov. 19	Arnold, Karberg & Co.	London
Elizabeth Childs	3	Lindbergh	Brit.	bq.	391	Nov. 9	Wieler & Co.	New York
Emerald Isle	4	Staples	Amer.	sh.	1696	Oct. 13	Landsteln & Co.	London
Ernest	4	Hervé	Fch.	bq.	390	Oct. 13	Landsteln & Co.	London
Faugh Balough	3	Rite	Ger.	bq.	240	Nov. 16	Carlowitz & Co.	London
Flamberg	4	Jacobson	Dan.	bq.	365	Nov. 9	Vogel & Co.	London
Floral Star	4	Davidson	Brit.	sm. sq.	244	Oct. 12	Adamson, Bell & Co.	London
Florence Nightingale	4	McIntyre	Brit.	bq.	464	Nov. 10	Arnold, Karberg & Co.	London
Hazel Holmes	3	Millican	Brit.	bq.	405	Oct. 20	Vogel & Co.	London
Highlander	4	Hutcheson	Amer.	sh.	1352	June 19	Vogel & Co.	London
Hiram Emery	7	Wyman	Amer.	bq.	799	Nov. 17	Arnold, Karberg & Co.	Hobow
Ingeburg	4	Hansen	Ger.	bq.	386	Nov. 7	Edvard Schellhass & Co.	New York
Iphigenia	2	Green	Ger.	bq.	464	Nov. 11	Russell & Co.	New York
Jochim Christian	7	Ricklefs	Ger.	bq.	457	Nov. 21	Siemssen & Co.	New York
Jules Dufauré	4	Willgen	Brit.	bq.	434	Aug. 20	Tan Keng Ho	Hamburg
Kvik	4	Larsen	Norw.	bq.	417	Nov. 8	Siemssen & Co.	Hamburg
Magellan	3	Sternberg	Ger.	bq.	435	Oct. 30	Vogel & Co.	Hamburg
Marco Polo	3	Breckwoldt	Ger.	bq.	368	Nov. 21	Wieler & Co.	Hobow
Mirlam	3	Parker	Amer.	bq.	598	Nov. 12	Vogel & Co.	New York
Oberon	3	Schmidt	Ger.	bq.	379	Nov. 8	Russell & Co.	New York
Palma	4	Bluge	Ger.	bq.	289	Nov. 12	Meichers & Co.	London
Pampero	8	McKenzie	Brit.	bq.	568	Nov. 17	Arnold, Karberg & Co.	Labuan
Paul Marie	4	Gallard	Fch.	bq.	324	Oct. 30	Carlowitz & Co.	London
Queen of India	4	Cary	Brit.	bq.	390	Oct. 31	Vogel & Co.	London
Rapid	2	Steinburg	Brit.	bq.	429	Nov. 15	Chinese	London
Southern Cross	7	Gibbs	Amer.	sh.	1129	Oct. 15	Captain	London
Spartan	8	Vincent	Amer.	sh.	81	Aug. 27	W. H. Ray	London
Sumatra	3	Olong	Amer.	sh.	1090	Sept. 6	Russell & Co.	Bangkok
Ta Lee	2	Haffman	Ger.	bq.	342	Nov. 8	Siemssen & Co.	Philippines
Three Brothers	2	Khalcke	Brit.	bq.	367	Nov. 14	E. Tye Hong	Philippines
Twilight	3	Watland	Amer.	sh.	1305	Sept. 14	Douglas Lapraik & Co.	Singapore & Bombay
Vesta	3	Ruige	Dutch	bq.	417	Nov. 15	Siemssen & Co.	Singapore & Bombay
Zephyr	2	Cornford	Brit.	bq.	395	Nov. 14	Abdoolly Ebrahim & Co.	Singapore & Bombay
WHAMPOA								
Ebenezer	6	Milne	Brit.	bktine.	317	Nov. 11	Melchers & Co.	London
Endymion	7	Richardson	Brit.	sh.	759	Nov. 22	Russell & Co.	New York
Jessie McDonald	6	Stott	Brit.	bktine.	275	Nov. 6	Arnold, Karberg & Co.	London
Malvina	6	Kluge	Ger.	bq.	490	Nov. 12	Wieler & Co.	New York
Mangerton	6	Thompson	Brit.	bq.	530	Nov. 12	Carlowitz & Co.	Hamburg
Normanby	6	Green	Brit.	str.	664	Nov. 13	Bibb, Livingston & Co.	Australian Ports
CANTON								
Ningpo	6	Cass	Brit.	str.	761	Nov. 19	Siemssen & Co.	Shanghai

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Egeria	6	British	steam sloop	794	4	120	Nov. 16	A. L. Douglas
Forboud	7	British	gunboat	455	...	...	Oct. 12	Wm. H. G. Nowell
Li Tai	6	Annamese	man-of-war	2060	...	...	June 10	Yuen
Meane	6	British	military hospital	2691	...	...	Nov. 8	C. H. Palmer
Peng-chou-hai	K. D.	Chinese	revenue cruiser	600	4	120	June 23	J. H. Wade
Sun-ke	K. D.	Chinese	gunboat	180	5	60	Aug. 5	Francisco Alarado
Venezuela	K. D.	Spanish	man-of-war	3087	20	...	...	Commodore Smith
Victor Emanuel	K. D.	British	Commodore's flag-ship	3087	20	...	...	William M. Annesley
Vigilant	6	British	despatch vessel	835	2	250	Oct. 22	...

HONGKONG, MACAO AND CANTON RIVER STEAMERS.

Name.	Tons.	Captain.	Owners.
Iohang	700	Ogston	Butterfield and Swire
Kim Shan	457	Gary	H. C. & M. S. boat Co.
Kin Kiang	617	Hoyland	H. C. & M. S. boat Co.
Powan	1890	Benning, A.	H. C. & M. S. boat Co.
Sir J. Jeejeebhoy	184	...	Kwok Acheong
Spark	140	...	H. C. & M. S. boat Co.
Tung Ting	314	Degen	C. M. S. N. Co.
White Cloud	280	Lefavour	H. C. & M. S. boat Co.
Yotai	180	Browne	Kwok Acheong

CHINESE GUN-VESSELS IN CANTON WATERS, &c.

Name.	Tons.	Guns.	H. P.	Commander.
An-lan	221	7	70	J. Godall
Chen-jui	80	3	20	A. Walker
Chen-to	221	7	70	Stewart
Ching-on	120	2	40	Chinese Admiral
Ching-po	180	6	60	...
Chun-tung	150	2	40	Chun Ti Hu
Li-shu	80	4	20	Read
Peng-chou-hai	600	4	120	C. H. Palmer
Quang-on	120	4	40	Li Ping Tye
Shen-chi	180	5	60	J. H. Wade
Sui-ting	160	4	60	J. B. Murray
Tching-ting	180	6	60	Beasard
Tsing-po	100	8	40	Ching

FOOCHOW SHIPPING IN PORT.

Name.	Tons.	Captain.	Owners.
*Namos
Stenor
Ohlor
Lapwing
Mosquito

SHIPPING IN SHANGHAI HARBOUR.

Name.	Tons.	Captain.	Owners.
Blancie
Chin-tung
Djemah
Yuan

MERCHANT STEAMERS.

Name.	Tons.	Captain.	Owners.
*Kashgar
Kiang-ching
Kiang-ping
Kiang-tung
Kiang-yung
Nagoya Maru
*Ningpo
Orissa
Packong
Shanghai
Tahyew
Taberan
Wuhu

MERCHANT SAILING VESSELS.

Name.	Tons.	Captain.	Owners.
Bendatha
Eme

SAILING VESSELS.

Name.	Tons.	Captain.	Owners.
Fantaisie
Helcheong
Herman
M. A. Dixon
Nouveau Mondell
Pelham
Satsuma
Serapis
Slam
Starlight

MERCHANT SAILING VESSELS.

Name.	Tons.	Captain.	Owners.
Ashelot
Cyclop
Kerguelen
Lula
Modeste
Monocacy
Richmond
Wolf

HONGKONG MARKET PRICES.

Corrected to Saturday, November 22nd, 1879.

At 1080 Cash per Dollar Mexican.

Butcher Meat.	Price.	Chinese Names.
Bacon, English, lb.	350 300	來路烟猪肉
" Ame. Sugar cured, "	225 200	花旗烟猪肉
" Foochow, "	200 170	福州烟猪肉
Beef, airloin and prime cut, cy.	170 160	尾龍扒
Beef Corned, catty	140 130	鹹牛肉
" Roast, "	160 140	燒牛肉
" Soup, "	90 80	湯肉
" Steak, "	150 140	牛肉
Bullocks' Brains, per set	50 40	牛腦
" Tongue, fresh, each	300 270	鹹牛腩
" " corned, "	300 270	牛頭
" Head, "	750 700	牛心
" Heart, "	130 120	牛肩
" Hump, Salt, catty	130 120	牛脚
" Feet, each	50 45	牛腰
" Kidneys, "	60 50	牛尾
" Tail, "	100 90	牛肝
" Liver, catty	80 70	牛肚
" Tripe (undressed), catty	55 45	牛仔頭
Calves' Head and Feet, set	600 500	花旗火腿
" Chinese, lb.	300 270	金華火腿
" English, "	200 180	來路火腿
Mutton Chop, "	180 160	羊腩
" Leg, "	180 160	羊手
" Shoulder, "	140 120	豬蹄
Pigs' Chittlings, catty	70 60	豬腳
" Feet, "	100 90	豬雜
" Fry, "	110 100	豬頭
" Head, "	90 80	豬心
" Heart, each	60 50	豬腰
" Kidney, "	100 90	豬肝
" Liver, lb.	120 110	豬牌
Pork, Chop, catty	160 150	鹹猪肉
" Corned, "	150 140	鹹猪肉
" Leg, "	160 150	豬油
" Fat or Lard, "	110 100	羊頭
Sheeps' Head and Feet, set	450 400	羊心
" Heart, each	50 40	羊腰
" Kidney, "	70 60	羊肝
" Liver, lb.	140 130	生牛油
Sucking Pigs, each	\$2. \$1.25	生牛油
Suet, Beef, lb.	120 110	牛仔肉
" Mutton, "	110 100	牛仔肉
Sweet Bread, catty	130 120	牛仔肉
Veal, "	140 130	牛仔肉
Poultry.		
Capon, catty	200 180	雞
Doves, each	100 90	鴨
Ducks, catty	120 110	鴨
Eggs, Hen, doz.	100 90	鴨
Fowls, catty	160 150	鴨
Geese, "	120 110	鴨
Partridges, each	800 275	鴨
Pheasants, Shanghai, pair	\$1 900	鴨
Pigeons, each	140 130	鴨
Quail, "	100 90	鴨
Rabbits, live, Canton, "	700 600	鴨
Rice Birds, doz.	300 250	鴨</